

DWP TRAIL SYSTEM TECHNICAL STANDARDS & TRAIL USE PLAN

Addendum to the 2017
St. Louis River Corridor Trails Plan
Duluth, Minnesota

MARCH 25, 2019



ACKNOWLEDGMENTS

>> Cover Photo Credit: St. Louis Estuary. Kraig Decker

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Duluth Cross Country Ski Club

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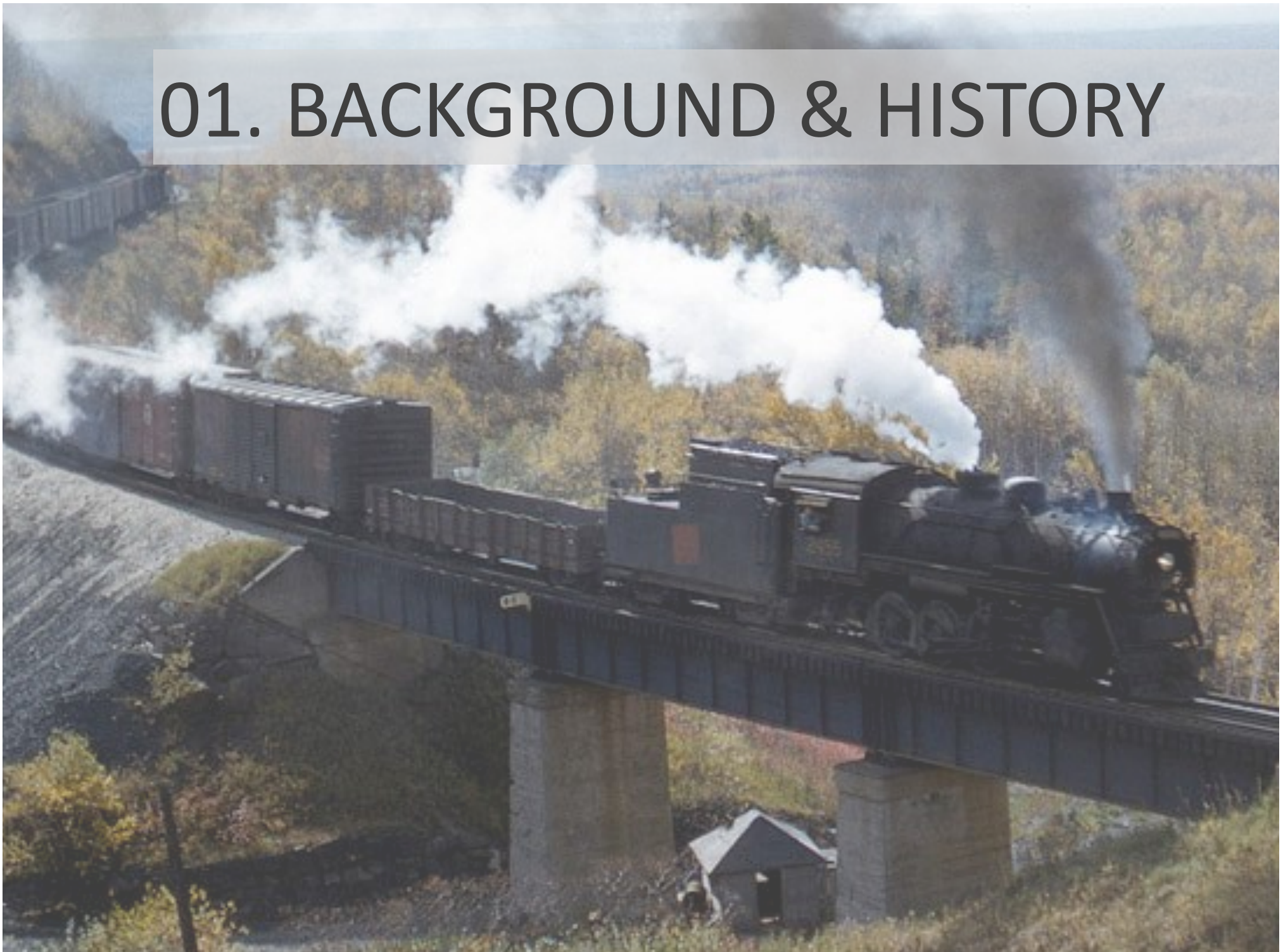
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01. BACKGROUND & HISTORY



>>Photo Credit: Sargent Creek Rail Trestle from *Twin Ports Rail History*, By Jeff Lemke

Focus Area

The focus area of the DWP Corridor Plan is the portion of the rail corridor that runs for roughly six miles from the base of Spirit Mountain to where the trail crosses Becks Road and ties into the Munger State Trail. Please refer to Appendix A for a map depicting the study area.

Rail Line History

Opening in 1912, the DWP rail once connected Duluth northward to Virginia and International Falls. In the mid-1980s, the Interstate 35 project resulted in removal of the rail operations and tracks. The right-of-way corridor was deeded to the City of Duluth and has since been used as an informal recreational trail by a diverse set of users.

Upon closure of the rail lines, maintenance ceased and the condition of the railroad turnpike and supporting infrastructure such as culverts, bridges, and trestles had fallen into disrepair. In recent years, bridges had become unsafe in some locations. Erosion from rainfall, exasperated by the use of ATVs and other motorized vehicles, led to a significant rut down the center of the trail. There were also large rock falls in areas of the rock cuts as well as a significant rockslide in the tunnel.

The 2012 flood resulted in further damage to these already compromised elements including a very large washout between Bardons and Elys Peaks. Significant damage to several deep box culverts also resulted, and many smaller shallow corrugated metal culverts filled with sediment and debris making them ineffective.



>>Photo Credit: classicstreamliners.com

DWP Trail in the St. Louis River Corridor Initiative

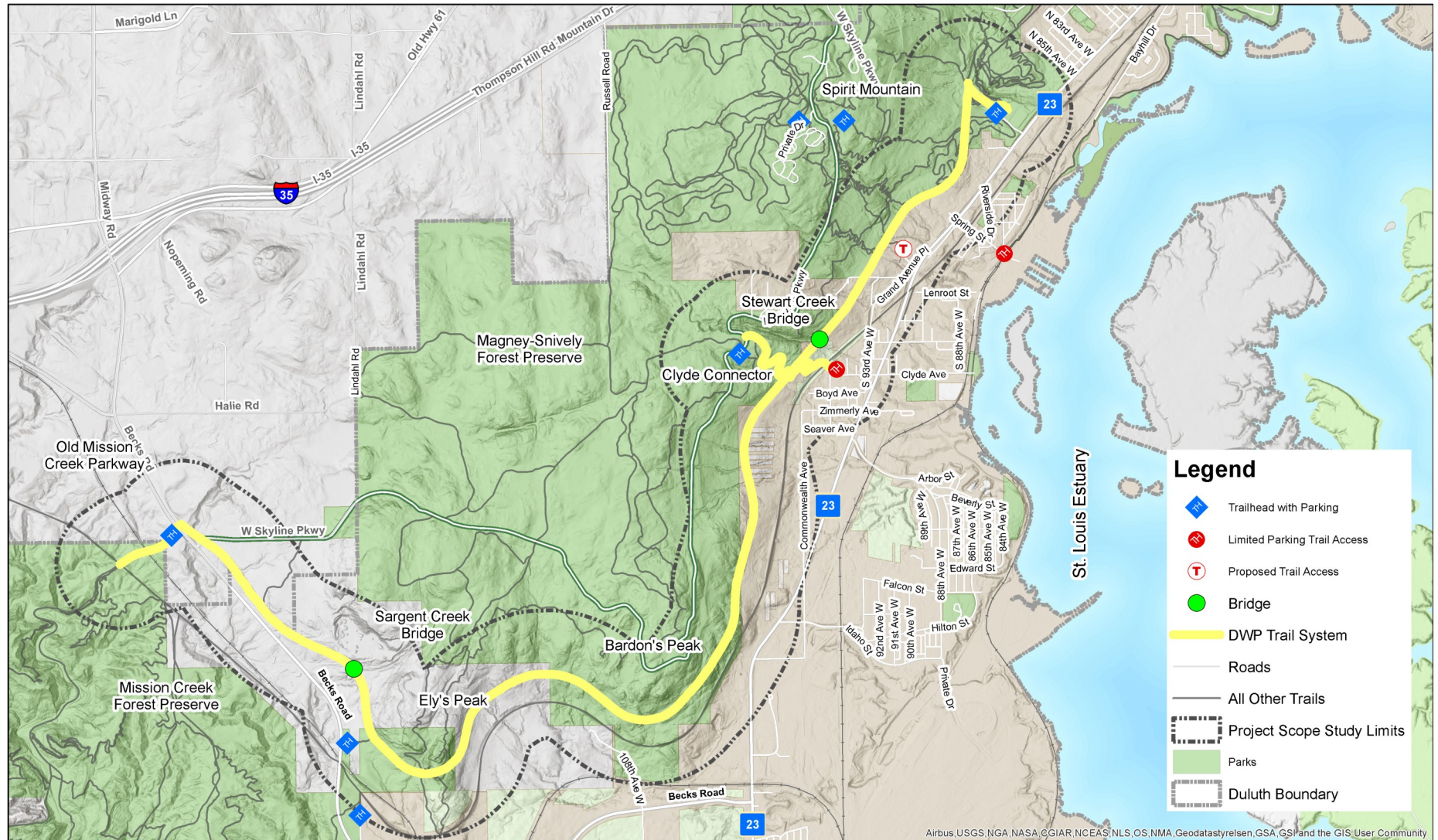
The DWP Trail Corridor was identified as one of the 26 projects under the larger St. Louis River Corridor Initiative – Connecting People to the River. The St. Louis River Corridor Initiative invests in public park and trail improvements from Lincoln Park to the Fond du Lac neighborhood. The overall goals of the Initiative is to support the natural environment, enrich neighborhood quality of life, attract new homebuyers, establish new visitor destinations, and stimulate appropriate development.

Initiative projects are funded in part by \$18 million in bonds, collected through the ½ and ½ tourism tax

approved by the Minnesota Legislature in 2014. These funds are intended to be leveraged against additional dollars through community partnerships and grants.



DWP Corridor Planning Limits



Recent Improvements

In 2015, the wooden railroad trestle over West Skyline Parkway was removed due to fire vandalism. After the trestle was removed, the rail turnpike was regraded to a shallower slope ensuring no interruption in use of the trail.

In 2017, the City of Duluth was awarded a Federal Recreational Trails Grant from the Minnesota DNR. Matched with local half & half tourism tax, the project resulted in restoration of the Clyde Connector Trail at the end of 95th Avenue West, connecting the DWP to the western neighborhoods. The Clyde Connector Trail was in poor condition with significant washouts down the center. The original trail consisted of a series of switchbacks traversing up the hill. Over time, these switchbacks were cut off by social use that led to significant loss of soil. This erosion was identified as a necessary repair due to its proximity to Stewart Creek, a designated trout stream, and the importance of neighborhood access to the DWP Trail, Skyline Parkway and the Magney-Snively Natural Area. The Clyde Connector project included reestablishing the original switchback design, repairing cut switchbacks and restoring the eroded landscape with native vegetation, capping the trail with a more durable limestone surface, and the installation of gates to promote legal use. Restoration of the Clyde Connector Trail was vital in reestablishing multi-use access to the Munger State Trail, Skyline Parkway, Superior Hiking Trail, and the Duluth Traverse. It contributes to the existing equestrian trail system by connecting Skyline Parkway to the DWP, and acts as snowmobile trail connector from Skyline Parkway to the Munger State Trail.



>>Photo Credit: Restored Clyde Connector Trail, Jim Shoberg



In 2018, the City of Duluth was awarded a Minnesota Department of Natural Resources Regional Trails grant. Matched with local half & half tax funds, this project allowed restoration of the Stewart Creek trestle. Work included replacement of deteriorated timbers with modern rot-resistant timbers and decking, encapsulating deteriorated concrete footings, and installation of a cable railings system for fall protection. A bump out viewing platform was included in the trestle design to mimic its original character.

Restoration of the rail bed surface itself also began in 2018. Again funded by a Federal Recreational Trails Grant, work included re-grading the rail bed surface to meet accessibility slope standards and ensure proper drainage, repair of a large washout between Elys and Bardons Peak, and preparation of the subgrade to receive gravel surfacing. The project also included slip-lining four major box culverts, replacement of many smaller metal culverts, installation of gates at access points to restrict motorized use, and grading improvements to a parking area located on Becks Road



>>Photo Credit: Bardons Peak ATV Rut, Jim Shoberg



>>Photo Credit: Degraded box culvert, Jim Shoberg



>>Photo Credit: Restored Stewart Creek Bridge, Kraig Decker

02. PURPOSE & PROCESS

DULUTH PARKS AND RECREATION DIVISION

MISSION STATEMENT

Promote the health and wellbeing of our community, environment and economy by facilitating recreational opportunities and coordinating enhancement of our parks, facilities and natural resources now and into the future.

VISION STATEMENT

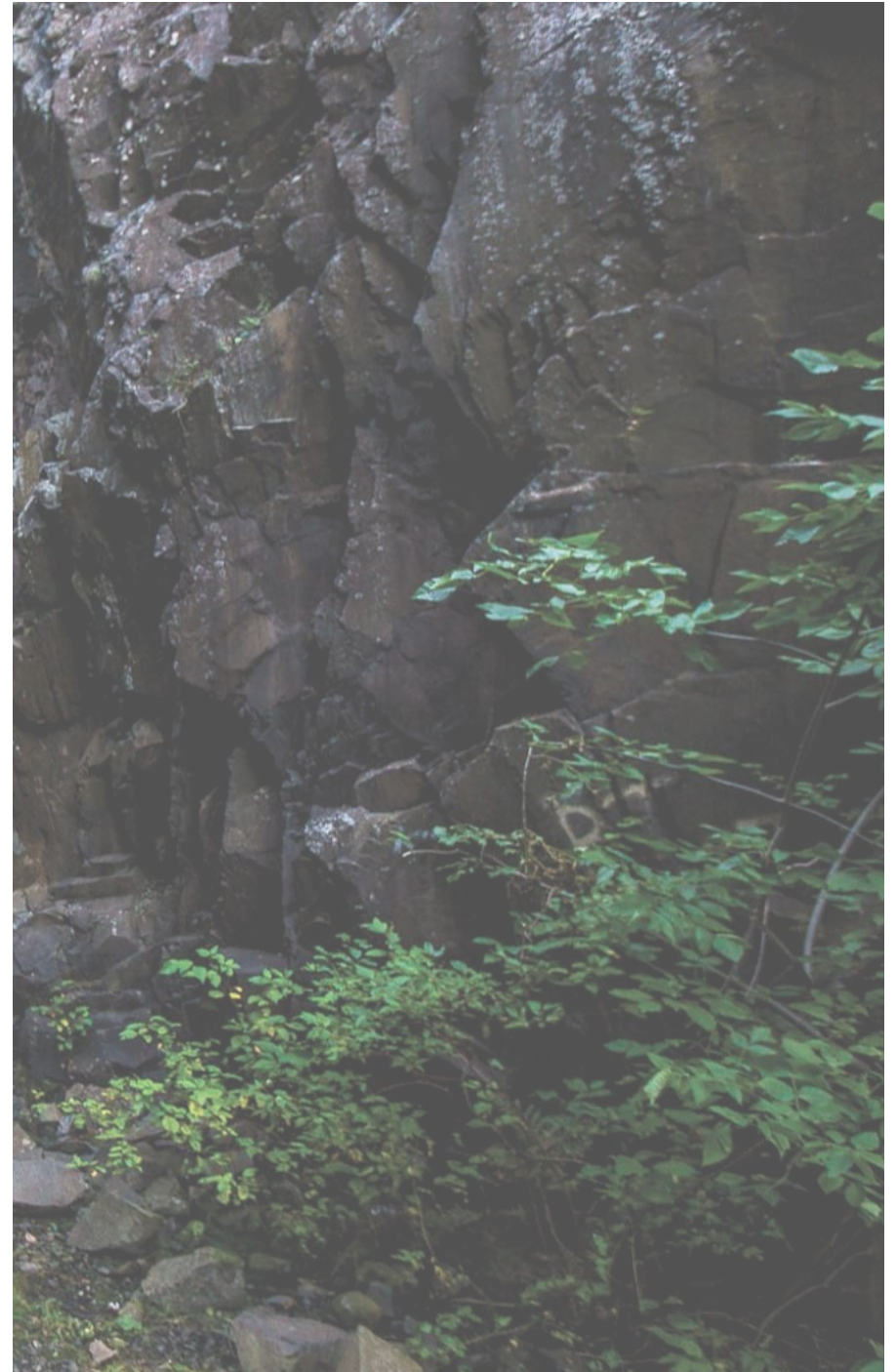
Continue to be the central driving force in strengthening the heritage of a healthy, active community for future generations by continuing on the path of improving and enhancing our parks and facilities; protecting our natural resources; and developing partnerships to deliver recreation programs and services.

Purpose of Addendum

The purpose of this addendum is to update the 2017 St. Louis River Corridor Trails Plan and establish guidelines for the restoration and use of the DWP Trail corridor. The recommendations in this plan will focus on technical usage recommendations and construction standards.

Guiding Principals

1. Identify best practices for trail etiquette, safety, signage, corridor usage, and user conflict mitigation
2. Develop infrastructure that is in harmony with the surrounding environment
3. Provide clarity on the usage and development of the DWP Trail and corridor and clean up contradicting recommendations from past planning efforts
4. Provide high quality opportunities for local residents and regional users



>>Photo Credit: Hansi Johnson

Project Scope

The focus area of this plan is the portion of the DWP Rail Corridor that runs for roughly six miles from the base of Spirit Mountain to where the trail crosses Becks Road and ties into the Munger State Trail. Averaging 100 feet wide and sometimes wider, the rail line right-of-way corridor traverses a very scenic route high above the Saint Louis River estuary and West Duluth neighborhoods. The six-mile segment includes two steel trestles, 28 rock cuts ranging in height from a few feet to over 60 feet, and one 500-foot long rock tunnel that curves under Elys Peak. Included in the study area is the fully restored Clyde Connector Trail from the end of 95th Avenue West to Skyline Parkway, and approximately a ¼ mile segment of Old Mission Creek Parkway from Becks Road to where it goes over the Munger State Trail. This remote trail has limited access points and a rugged character.

The DWP is an existing feature in the landscape; therefore, most of the physical considerations surrounding the DWP trail have been made for us. This planning process focuses on the technical usage aspects of the trail corridor. In broad terms, this plan asks two questions:

- How do users access and interact with the trail?
- How will users interact with each other?

“Six miles from the base of Spirit Mountain to where the trail crosses Becks Road”

>>Photo Credit: DWP railyard round house site circa 1960s, unknown



Community Engagement Timeline

City Interdepartmental Staff Meeting—November 19, 2018

Hosted at the Parks and Recreation Division Conference Room, 11 representatives from various City Divisions attended to discuss safety considerations and related projects.

Friends of Western Duluth Parks and Trails Presentation—November 29, 2018

Hosted by FWDPT, Parks Staff introduced the project goals and upcoming engagement timeline to eight = members.

Technical Advisory Group Meeting—December 6, 2018

Representatives from 12 entities/organizations met at Morgan Park Community Center to review technical aspects of trail system.

Minnesota DNR & City Meeting—December 17, 2018

Five local DNR representatives met with Parks Staff to discuss best practices and experience with shared use trail systems.

Public Meeting East Duluth—December 18, 2018

Hosted by Duluth Parks Staff, nine community members attended the meeting held at Portman Community Center.

Public Meeting West Duluth—December 20, 2018

Hosted by Duluth Parks Staff, 46 community members attended the meeting held at Morgan Park Community Center.

Public Comment

Open during planning process through email, phone, and website comment forum; Closed January 31, 2019, but comments accepted until 3/7/19; 141 comments received within two week comment period ; 167 total comments.

Parks & Recreation Commission Informational Presentation—February 13, 2019

Draft plan presented to Parks & Recreation Commissioners.

Public Comment Period on DRAFT Plan—February 14—28, 2019

Draft plan available online for public comment. 19 comments received.

Parks & Recreation Commission Approval—March 13, 2019

Final plan presented to Parks & Recreation Commission for approval.

City Council Approval—March 25, 2019

Final plan presented to City Council.

** Amendments to an already Council approved plan such as this typically need only Parks & Recreation Commission approval. In this situation, Parks is seeking City Council*

Public Engagement Process

An interdepartmental City staff kick-off included representatives from fire, safety, planning, engineering, parks maintenance, parks and recreation, and Spirit Mountain. The intent of this meeting was to understand how this project may affect other departments and authorities of the City, with the goal of identifying opportunities and ways to avoid potential conflicts.

As part of the due-diligence necessary for this project, City staff met with regional DNR staff to discuss best practices for shared use trails. User groups were also consulted throughout the planning process to determine suitability of recommendations against industry best practices.

City staff used a technical advisory committee to help inform the process. The committee was represented by 12 individuals from various user groups, state agencies, neighborhood advocacy groups, and conservation advocacy groups. The committee met at the start of the process and provided technical recommendations in their area of expertise, from outdoor recreation to conservation.

The responsibilities of the technical advisory committee:

- Act as a liaison between the City and community groups
- Work with City staff to identify opportunities and challenges with DWP projects
- Help address the needs and desires of the public and various stakeholders who use the trail and surrounding area
- Commit to participate in one or more public meetings regarding the DWP
- Work with the City to educate the public on DWP decisions and processes
- Provide technical standards that City staff could draw on to make objective data driven decision when shaping this plan

12

ORGANIZATIONS
ATTENDED THE
TECHNICAL
ADVISORY GROUP
MEETING

7

CITY DIVISIONS
ATTENDED THE
INTERDEPARTMENTAL
KICK-OFF MEETING

5

REGIONAL DNR STAFF
MEMBERS
CONSULTED DURING
PLANNING PROCESS

Key Themes/ Considerations

Through close consultation with the Technical Advisory Committee, six major themes/considerations were determined relevant to the DWP Planning process.

The themes were the basis of the public engagement process that included two public meetings; one on the West end and one on the East end of town. Attendees were asked to provide comments that fall into one of the key themes to help organize the collection of data and public comment. There was an “other” category to provide flexibility to the meeting attendees.

01 USER CONFLICT ETIQUETTE

02 SPECIFIC TRAIL USE

03 SAFETY

04 TRAIL ACCESS/CONNECTIONS

05 AMENITIES/SIGNAGE

06 OTHER

OVERALL SUMMER TRAIL USE MAP (west)

03. PAST PLANNING EFFORTS



DWP crosses Becks Rd. and continues to Proctor under I-35

Pursue BN/CN to sewer route to use bridge and elevated views on WWFT to Blackmere Park

Route pending WWFT Master Plan

LINES SHOWN MAY NEED MODIFICATION A

- Existing**
Proposed
- Trails:**
- Paved Multi-Use Trails
Hiking and Bicycling allowed
 - Unpaved multi-use trails
Hiking and Bicycling allowed
 - Hiking Only Trails
 - Purpose-built Bike Optimized Trails
(foot traffic allowed - technical features and uneven surfaces may be present - use caution when on foot)
 - Equestrian Trails
 - Water Trail
- Points**
- T Major Trailheads
 - T Trailheads
 - Proposed Trailheads
 - Neighborhood Connections
 - Water Trail Access

>>Photo Credit: West end map, 2017 St. Louis River Corridor Trails Plan

Past Planning Efforts

A major goal of this process was to review past planning efforts and clearly address contradicting recommendations that related to the DWP trail corridor.

Magney-Snively Management Plan (2003)

- Plan indicated that horseback riding may be permitted under certain conditions, but in restricted locations. Determine designated areas for horseback riding, taking ecological concerns into consideration. Consider involving horseback riders in an adopt-a-trail program to maintain, repair, and restore areas that this new use may impact.
- Plan mentions mountain bike use but does not provide any future recommendations or strategies to manage. Snowmobiles are the only form of motorized recreation permitted in Magney-Snively. This includes the existing snowmobile trail that passes through the north eastern portion of the park and the permitted use on Skyline Parkway.



Trails and Bikeways Plan (2011)

- Cited opportunity to create a new unpaved multi-use regional trail using the abandoned DWP railroad corridor envisioned to cross the western half of Duluth
- Significant restoration and repair needed to trestles, rail beds, and tunnel on DWP
- DWP suitable for equestrian use because of hardened nature of former rail bed if improvements made
- Study feasibility in partnership with Duluth Area Horse Trail Alliance
- DWP would enable the Duluth Traverse Trail System to be completed as planned
- Could be developed as an accessible trail facility
- Develop concept plan and preliminary cost estimates to seek funding for DWP
- Implement inspection or maintenance of trail surface and structures before opening for public use

Duluth Travers EAW (2013)

- Updated in 2014 and then again in 2016 for changes that were made outside of the original study area
- Record of Decision concluded that Duluth Traverse Trail system, as planned, does not pose the potential for significant environment impacts, and that, therefore, an Environmental Impact Statement (EIS) is not required

DWP Critical Infrastructure Study (2014)

- Studied the cost to repair, replace, or reroute the trail around two creek crossings at Sargent and Stewart Creeks
- Studied rock fall potential and the likely costs to mitigate the hazard
- Concept design of an off DWP track mountain bike trail from lower Spirit Mountain to Becks Road was prepared to determine its feasibility. It was determined that an off track option was possible with minimal crossing of the DWP and would need to go outside of the railroad right of way into Magney-Snively to avoid excessive crossings. Excessive crossings were deemed incompatible with the multi-use equestrian/mountain bike aspect of the trail.

St. Louis River Corridor Trails Plan Update (2017)

- Recommended completion of the DWP Trail system to offer safe access to natural areas in western Duluth, providing views of St. Louis River Corridor and estuary
- DWP identified as suitable for biking, hiking/running, cross-country skiing, scenic slow-speed snowmobiling, and snowshoeing
- Determined that the DWP trail could be hardened to support equestrian use
- DWP could serve as spine for planned western Duluth trail networks with access to Magney-Snively Natural Area
- Considered two options through Natural Area:
 - Combining trail usage on the existing DWP corridor
 - Building low impact bike-optimized trail close to DWP trail corridor
- Potential equestrian and snowmobile use west of the Clyde Connector, disuse east of Clyde Connector
- Can be developed as an accessible trail facility
- Implement bridge and tunnel repair
- Called for future planning efforts with users and public to determine trail use



2017 Update to the 2008 Spirit Mountain Recreation Area Master Plan

- Focused on transformation of the facility to a four season recreational amenity and regional tourist attraction
- Mentions St. Louis River Corridor trail plan and development of trail networks (walking, hiking, cycling, cross-country, snowmobile, equestrian)
- Consider various proposed trail networks through Spirit Mountain Recreation Area
 - City to resolve alignments and mitigate any potential user group conflict
- Explore multi-use trail networks, connectivity, and creation of trailheads at Spirit Mountain for all recreational users.
- Recommends off-track mountain bike route separating downhill users from DWP users

Duluth Traverse Mini-Master Plan (2017)

- Reinforced the recommendation of the St. Louis River Corridor Planning for equestrian use on the DWP on the four mile section between Becks Road and the Clyde Connector Trail
- Cited snowmobile usage outside of the Clyde Connector and the western end of the trail to be evaluated through an alternative process
- DWP to meet accessibility standards
- Significant planning and investment recommended prior to public use
- Significant safety concerns with current trail conditions
- Recommend not routing any additional trails within Magney-Snively Natural Area, instead share DWP to minimize impacts until further determination can be made by the City
- Identified as an accessible portion of the Duluth Traverse Trail system



04. RECOMMENDATIONS



Accessibility

The DWP grade has been restored to ensure compliance with recommendations set forth in the ADA and ABA Accessibility Guidelines Published in the *Federal Register* on July 23, 2004 and amended May 7, 2014. The accessibility guidelines for trails apply to those which are designed and constructed for pedestrian use. These guidelines are not applicable to trails primarily designed and constructed for recreational use by equestrians, mountain bicyclists, or snowmobile users, even if pedestrians may occasionally use the same trails. People may use these categories of trails by means of transportation other than foot travel such as personal mobility devices. Design and construction requirements for equestrians, mountain bikes, and snowmobiles are based on the specific requirements for the intended mode of transportation.

Through comments received in the stakeholder process, discussion of smaller looped accessible routes of one mile or 45-minutes of on-trail time were identified as highly desirable rather than longer out and back trails of significant distance. The long distance and lack of shorter loops presents a barrier to some user groups that seek accessible routes for recreation. Due to the physical nature of the DWP trail system, accessible usage will be limited to the same out and back or long distance point to point excursions as all other users.

To make the DWP trail a fully accessible facility, the primary trailheads and access point also need to meet accessibility requirements. That includes a parking area with the required parking accommodations, along with an accessible route to get to the trail system. The

Lower Spirit Mountain Trailhead and the Mission Creek Parkway Trailhead are the two primary access points that could meet accessibility requirements. This plan recommends that the City explore making these trailheads fully accessible and a priority investment in the initial round of improvements to the trail system. Improvements to the Lower Spirit Mountain Parking lot may include reduction in the grade from the parking area to the DWP trail and capping the trail with a firm and stable gravel surface. The facility already has properly signed accessible parking stalls. The parking area at Mission Creek Parkway on Becks Road will need capping for a firm and stable gravel surface, along with adequately marked and signed parking stalls. The grade from the parking lot to the trail facility currently meets accessibility requirements.

The other parking areas and access points mentioned as either future or existing in this plan are not good candidates to make accessible due to prohibitive grade issues or availability of publically owned lands.

General Trail Use

The DWP rail trail has traditionally been used for walking, snowshoeing, cross-country skiing, and pleasure biking. This plan will in no way restrict these long-standing uses. Snowmobiling, horseback riding, and mountain biking have also occurred on this trail, and with this document will have clear direction on where and how to use the trail facility.

Public Safety, Emergency Access & Response

Turn around areas for emergency access vehicles are recommended an average of every mile. Historically, there were turn-around areas suspected to be used during the original construction of the rail line. These can be restored with minimal vegetation removal to enable emergency vehicle turnaround/access. in the plan. Grooming will be subject to a three-year evaluation period as outlined in this document. DWP trail that is inside the Spirit Mountain Recreation Authority boundary and trails identified as snowmobile use are exempt from the review period.

Invasive Species

Per the USDA National Invasive Species Information Center website, trails are identified as pathways for the spread of invasive species. Pathways are the means and routes by which invasive species are introduced into new environments. Pathways can generally be classified as either *natural* or *human-mediated*. *Natural* pathways (i.e., those not aided by humans) include wind, currents (including marine debris), and other forms of natural dispersal that can bring species to a new habitat. Human-mediated pathways are those which are created or enhanced by human activity such as the improvements to a trail.

The DWP corridor has an existing population of invasive species present and the City recognizes that additional use on the trail may increase the prevalence or introduce new invasive species along the corridor. This plan recommends that monitoring and management of invasives terrestrial species be part of the regular maintenance necessary to support the infrastructure of this trail system.

Rock Fall Mitigation

Rock fall will be an ongoing issue along this stretch of trail. With over 28 rock cuts and a 500-foot tunnel rock fall, it is inevitable and will happen seasonally. The City of Duluth will invest in cleaning known hazard areas and work to remove rock that has already fallen in the path of the trail. Signage will be present throughout the trail system warning the public they are using the trail at their own risk, as the potential for rock fall is present.



>>Photo Credit: Rock Slide, Barr Engineering



>>Photo Credit: Rock Cut, Barr Engineering

Signage/Wayfinding/Gates

Signage and wayfinding shall adhere to the standards set forth in the City of Duluth Gates, Signage and Wayfinding Master Plan approved by Council in 2017. It is recommended that signage be installed at all access points, along the corridor at key intervals, and at key intersections to provide guidance and rules. Gates shall be installed to ensure legal use of the trail system and to restrict access to motorized vehicles that could damage the trail surface.

Trailheads & Parking

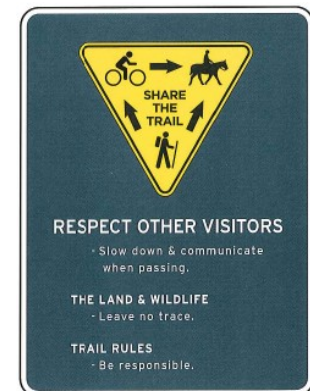
Due to the remote nature and geographic challenges the surrounding landscape presents, limited opportunities to provide access and parking to the DWP Trail System exist. Existing parking facilities with dedicated parking stalls include:

- Lower Spirit Mountain Trailhead: 45 paved, ±45gravel, and ±90 overflow grass = ±180total stalls, potential fully accessible trailhead
- Magney-Snively Trailhead via the Clyde Connector: ±30 gravel surface stalls, room for trailers
- Mission Creek Parkway Trailhead on Becks Road: ±20 gravel stalls, no trailers, potential fully accessible trailhead
- Becks Road Climbers Lot Trailhead: ±15 gravel stalls, no trailers, hiking and climbing access only

Trail access points with little or no official parking capacity include:

- Gogebic Street: no legal parking, street not wide enough for on street parking, no parking in front of gates for emergency vehicle access
- 95th Avenue West & Clyde Avenue: on street parking in the neighborhood, no parking in front of gates for emergency vehicle access
- Spring Street (Street End) : no legal parking, street not wide enough for on street parking

This plan identified the US Forest Service parking lot as a potential access point with parking and recommends working with the land/building owner to negotiate use of the existing parking lot as a secondary access point into the DWP trail system. The City should explore a parking area along the Grand Avenue Corridor that can provide access to the DWP and Munger State Trail. An added parking area along this corridor should focus on existing publicly owned parking areas or existing trail connections to minimize capital investment costs.



>>Signage examples from 2017 Gate, Signage & Wayfinding Mini-Master Plan

Trail Stewardship

Long-term success of the DWP trail system relies on the established partnerships between user groups and the City of Duluth. Stewardship of the trail will be a collaborative effort with user groups taking some responsibility of trail maintenance, capital fundraising for future identified projects, and communication of proper shared use trail etiquette. Shared use trail segments will require ongoing public and user group member education to reduce user conflict and ultimately make the trail experience positive for all users.

Trail Usage Statistics

This plan recommends the City to implement a trail counting program to quantify the density of usage differentiating between all the potential users of the trail such as walkers, cyclists, or equestrians. The information will help determine future management strategies and inform the recommendations set forth in this plan.



>>Image Credit: TRAFx.net

Vegetation Management

Vegetation along the edges of the DWP and Clyde Connector will be maintained at a ten foot width. Branches and limbs that intrude into this space will be pruned back. Vegetation that grows through the surface of the trail will be mowed on an “as needed” basis to prevent woody vegetation from establishing. The height of the corridor shall meet the MN DNR standards for equestrian corridor clearing of 12 feet. Vegetation management for the corridor will require volunteer support from the local equestrian group to support implementation and maintenance.

Viewsheds

There are existing viewsheds open naturally from lack of soil and the presence of rock outcrops. This plan is not recommending removal or addition of vegetation to enhance viewsheds.

Elys Peak Tunnel Lighting

This plan is not recommending the installation of a light in the Elys Peak tunnel. The stakeholder advisory committee indicated it would not be consistent with the rugged and natural character of DWP trail corridor.

Winter Grooming

Grooming will be allowed on snowmobile trails discussed in this plan. Outside of snowmobiling, grooming is a tool that can be used to increase access to the DWP trail for the community as a whole. The Parks and Recreation Divisions mission statement is “to promote the health and wellbeing of our community, environment and economy by facilitating recreational opportunities and coordinating the enhancement of our parks, facilities and natural resources now and into the future.” Placing limitations on winter grooming would compromise this very mission, and therefore this plan will not recommend limitations on grooming.

Grooming of any kind east of Gogebic Street falls under the jurisdiction of Spirit Mountain Recreation Authority. They reserve the right to groom the portion of the DWP within their boundary to meet the mission and goals of the outdoor recreation area. Any grooming that is to occur on this portion of the DWP will have to coordinate with the Grand Avenue Nordic Center trail crossings. Grooming will be subject to a three-year evaluation period as outlined in this document. The future of outdoor recreation in Duluth is unknown; therefore, specific grooming limitations will not be set forth by this plan. DWP trail that is inside the Spirit Mountain Recreation Authority boundary and trails identified as snowmobile use are exempt from the evaluation period.

Trail User Recommendations

ATV, OHV, & Dirt Bikes

Usage of All Terrain Vehicles, Motorized Dirt Bikes, and Off Highway Vehicles of any sort are not in the scope of this planning process. Permitting the use of ATV or like recreational activities within the City limits of Duluth is a separate City-wide process and was not addressed in this plan.

Electric Bikes (E-Bikes)

This plan will not change the recommendations set forth in the Duluth Traverse Mini Master Plan, which states that until a further determination can be made by the City, electric assist bicycles shall not be allowed on the single-track trail sections of the DWP Trail System outside the boundary of the Spirit Mountain Recreation Authority. Information should be posted at all trailheads and trail entries. E-Bike and similar recreational uses should be addressed in a separate City-wide process.

Equestrian

Horseback Riding has long been an activity in the City of Duluth parks system. Recent improvements to the Elys Peak Ski Trail officially opened that loop to equestrian users. The DWP is an existing hardened rail bed well-suited to accommodate the weight and soil disturbance potential of equestrian use and is directly connected to Elys Peak via the Clyde Connector Trail.

Horses are large flight animals and may not be compatible with fast moving silent sports such as some biking disciplines. Horses tend to spook if they are startled by users on the same trail that come up silently without warning. Careful consideration must be taken when combining the two activities. Fortunately, the character of the railroad grade corridor meets the MN DNR width requirements and has adequate sight lines to safely accommodate horseback riding in a multi-use situation.

Education of potential trail users is very important. It is recommended that signage be installed at all access points, along the corridor at key intervals, and at key intersection to provide guidance and rules. Users must be informed when on shared use segments. Etiquette language for signage will be developed in partnership with the local user groups as well as in consultation with state and national organizations. It is recommended that the City of Duluth collaborate with the local equestrian organization to do maintenance and monitoring and educate other users on safety around equestrian trail users.

Horseback use of the DWP is recommended in the non-winter months for the roughly four mile section of the DWP between Becks Road and the Clyde Connector Trail. This plan also recommends equestrian use on the Clyde Connector Trail from Skyline Parkway to the DWP Trail. Fully separating equestrian use from mountain bike use with a parallel mountain bike route would be the ideal scenario; however, the Magney-Snively Natural Area has high value as a minimally

disturbed natural area and any additional impacts to this landscape could cause irreversible damage. This plan will not provide recommendations to separate mountain bike use from the DWP through the Magney-Snively Natural Area. It is recommended this be addressed in an update to the Magney-Snively Natural Area Management Plan.

The City collaborated with the local equestrian group to develop a manure management plan to minimize impacts to other trail user groups on the DWP trail system. This plan recommends that as-needed clean up days be organized with the local equestrian groups to manage any potential manure problems as well as monitor the shared trail for potential conflicts between users.

The City and local equestrian group intend to enter into a formal agreement that includes a manure management plan. This agreement will include other maintenance and education responsibilities necessary to support the multi-use nature of the trail system.

Equestrian Cont.

Recommendations for the manure management plan are as follows:

- Equestrians are required to haul out manure from all trailheads and horse loading and unloading locations used to access the DWP trail system
- Periodic removal of horse manure from the first mile of all horse trails from trailheads and access points
- Equestrians will be required to ride single file on the inside/up-hill side of the trail in both directions, except for when passing other horses. This will keep manure out of the way for other users and is the safest way to ride horses on shared-use trails
- Equestrian group size will be restricted to eight (8) or fewer per group, except on special event days permitted through the City
- Equestrians will be encouraged to ride the Elys Peak horse trail loop to allow horses to “vent” their manure prior to riding the Clyde Connector and DWP trails

As part of the trail improvements stone mounting blocks shall be installed at adequate intervals along the trail corridor that will double as benches and resting areas for other users. Mounting blocks are wood steps or natural flat stones used for horseback riders to mount a tall horse. The flat surfaced stones will be locally sourced bluestone or borrowed from the edges of the trail so they do not take away from the natural character of the trail.

Mountain Biking

The DWP rail-bed section is the largest remaining section of trail development in the Duluth Traverse Trail System. It is a vital off-road connection between the Spirit Mountain and Mission Creek trail centers. It also connects the greater mountain bike trail system to the proposed Elys Peak Advanced Mountain Bike Trails with direct access to parking.

To minimize user conflict between equestrian and mountain bike use, a parallel mountain bike route the entire length of the DWP was evaluated and determined feasible, but not necessarily appropriate. Routing a mountain bike trail through the natural areas of Magney-Snively could have negative impacts to a high quality resource. One of the seven guiding principles of the Duluth Traverse Trail Mini-Master Plan was protecting the natural environment. The current Council approved Magney-Snively Management plan is clear in not supporting mountain bike use in the natural area. Further study and evaluation would be appropriate through an update to the Magney-Snively Management Plan.

It should be noted that it is not specifically the mountain biking discipline of cycling that is in conflict with equestrian use, but rather the speed of the cyclists. This plan recommends placing a 15-mile per hour recommended speed limit to all users. The City recognizes that enforcement of a speed limit on a remote trail would be very difficult and that onus must be placed on all users to socially enforce the expectation with respect and grace.

In areas outside of Magney-Snively Natural Area, it is

recommended that prioritization of parallel mountain bike segments be given to those areas with the most user density and likelihood to present user conflict.

This planning process identified the portion of the DWP through Spirit Mountain Recreational Area, from the Lower Chalet to Gogebic Street, as one of these high-density areas. Also identified is Elys Peak (Short Line Park) as an area of high use where a parallel mountain bike route around the tunnel shall be prioritized. In the Spirit Mountain off track segment there is need to separate the lift serve downhill mountain bike riders from those on the DWP where fast moving riders are focused on getting back to the lift. Previous planning efforts identified a route that is compatible with the newly constructed Grand Avenue Nordic Center, which will intercept each downhill trail, before they drop onto the DWP with a single track route to the bottom of the main mountain lift. This segment is recommended to be a one-way route downhill toward the lift and also double as the east bound Spine of the Duluth Traverse. The DWP grade itself will remain a two-way trail for mountain bikes. This will reduce a portion of faster moving cyclists off the DWP grade by diverting all downhill and east bound cross country mountain bike traffic off the grade.

Mountain Biking Cont.

Elys Peak (Short Line Park) is a concentration of multiple user groups including climbing, birding, and hiking. The area has become quite popular with the new Superior Hiking Trail, loop constructed in the summer of 2018 as part of the St. Louis River Corridor Initiative.

It should be noted that making a parallel trail will not fully reduce all cycling traffic from the main DWP grade, but rather provide a secondary option that will divert a significant portion of the mountain bike use to that trail. Where the off track options are constructed, great effort must be made to construct a unique and exceptional trail experience to make the bypass a worthy alternative route.

Unsanctioned downhill mountain bike trail building has been reported in the Magney-Snively Natural Area. The presence of these illegal trails has been verified by City staff. These trails shall be removed and the landscape impacts restored. The trails were not constructed with permission from the City and are not permitted in the Natural Area per its management plan. The City will work with local groups to coordinate the necessary communication to users and work to remove the trails and restore the landscape to a natural state.

Snowmobiles

Currently snowmobile use is permitted on the westernmost portion of the DWP from where the current snowmobile route drops south off of West Skyline Parkway and connects to the DWP. From there, it uses about a ½ mile segment of the DWP before

crossing Becks Road into Mission Creek Forest Preserve. Snowmobile use is also permitted on the entirety of the Clyde Connector from Skyline Parkway to the end of 95th Avenue West. Due to the multi-use nature of this trail system, snowmobiles will be asked to observe a speed limit of 15-mph when on the shared use portions of this trail system including the DWP, Clyde Connector, and that portion of Mission Creek Parkway between Becks Road and the Munger State Trail.

Through the stakeholder process there were concerns raised about the speed differentials between snowmobile and the other users of the trail. It should be noted that this alignment does not meet the minimum Mn DNR width requirements to accommodate two-way snowmobile use in a multi-use trail situation. The route also contains many pinch points between rock cuts and steep drops, making conflict potentially higher between faster moving snowmobiles and other slower moving winter trail users such as snowshoers, fat bikers, and backcountry nordic skiers. The primary concern lies in the lack of enforcement capacity to limit the dangers of mismatched user speeds on this corridor. Grant-in-aid trail speed limits are enforced by the DNR.

The DNR is no longer accepting additions to the grant-in-aid trail system leaving any newly added snowmobile trails to City enforcement. The City of Duluth currently does not have the capacity to enforce speed limits.

Snowmobiles shall continue use of the two existing winter routes though this portion of the City via West

Skyline Parkway and the Munger State Trail. These make the connection between Spirit Mountain and Mission Creek Forest Preserve. Snowmobile use on the DWP west of the Clyde Connector up to the point of the existing trail is not recommended until speed limit enforcement can be adequately managed by the City. Snowmobile use on the portion of the DWP east of the Clyde Connector over Gogebic to the Lower Chalet is not recommended. Since the construction of the Grand Avenue Nordic Center there are multiple Nordic ski trail crossings of the DWP trail, making a viable snowmobile route connection to the Lower Chalet not practical.

Better deterrents to encourage legal use of the City Park and trail system, such as gate and barriers are recommended along the Clyde and DWP Trail. This will be addressed as part of the future DWP capping and final restoration project.

It is recommended that the City work with Spirit Mountain and local snowmobile organizations to identify a route on the east side of lower Spirit Mountain that will connect the existing snowmobile trail system to the Lower Chalet at Spirit Mountain.

It should be noted that grant-in-aid snowmobile trails are officially opened from December 1st and close April 1st (4-month season or less), as snow conditions allow.

05. MAINTENANCE PLANNING



Maintenance Plan

Recommended Frequency	Maintenance Task	Cost Estimate 2019
Daily/Monthly/Ongoing	Mow edges of trail, remove fallen trees, prune limbs and brush that is growing into the trail clearing width and height as necessary, maps/signage/wayfinding updates, seeding eroded areas as necessary, trash removal and recovery from illegal acts of vandalism/dumping, trailhead parking snow removal, winter trail grooming	\$3,500 Annually this segment
Yearly	<p>Fill low spots with new surface gravel, grade and compact surface as necessary to fix loose gravel, fill washouts and repair of failed slopes and erosion issues, check all permanent erosion control best management practice (BMP) including but not limited to vegetation strips and rip-rap rock checks</p> <p>Where sediment accumulation is greater than 50% of BMP height, action required: remove silt by hand or install a new BMP in place of original.</p> <p>Assessment of critical infrastructure such as bridges, rock scaling and removal, tunnels, culverts and trestles</p> <p>Invasive species spot control as needed and where appropriate</p>	\$6,500 Annually this segment
Every Five Years	Review entire length of trail and top dress with new surfacing gravel where needed, ongoing assessment of critical infrastructure such as bridges, rock scaling and removal, tunnels, culverts and trestles and repair as needed, review fence and gate structures for damage and repair as needed	\$11,400 per mile
Every Twenty Years	Consider major reconstruction such as trail capping and culvert replacements and repairs if needed at the end of 20 years	On par with original costs, adjusted for inflation

06. NEXT STEPS & UPCOMING PROJECTS

04.13.2015

Next Steps & Upcoming Projects

Sargent Creek Bridge: 2019-2020

Funding has been partially secured with another Regional Trail Grant from the Minnesota Department of Natural Resources, matched with local half & half tourism tax dollars to restore the bridge. Construction on creek restoration under the bridge will commence in 2019 through a coordinated effort with the South Saint Louis Soil and Water Conservation District. Restoration of the bridge will span late 2019 and continue into 2020. The bridge is currently closed to public use and creates a gap in the DWP trail system that must be restored to fully open the trail system to the public.

Trail Capping:2019-2020

This plan recommends that the trail surface be capped with a material that meets ADA/ABA requirements for firm and stable. There are only two local sourced materials that meeting this requirement: crushed limestone gravel from the port and bluestone crusher fines from the Becks Road quarry. This planning process recommends the use of crushed limestone due to its superior resistance to erosion and durable low maintenance surface once its sets and hardens. This is most compatible with the long-term outlook and goals to reduce maintenance City wide within our parks system.

Signage & Wayfinding: 2020

Full funding for signage and wayfinding along the entire route of the trail is pending final approval from the State for a Legacy Grant. If this grant is approved it will cover trailheads, regulatory signage and map kiosks, wayfinding, safety and etiquette signage along the trail corridor, and mile markers. The City will work in cooperation with the Mn DNR and trail users on best language for trail etiquette.



>>Image Credit: trailhead kiosk, 2017 Gate, Wayfinding & Signage Mini-Master Plan

Etiquette & User Education: Ongoing

The City will work with each outdoor recreation group to develop user education policies and procedures as well as means and methods to communicate such expectations to the public and partner organization memberships. Trail etiquette messaging shall be based on the recommendations set forth in this document under the recommendations section.

This plan recommends that the shared trail etiquette include the following but not be limited to:

- All users such as pedestrians and cyclists are to yield to horseback riders by slowing down, vocalizing their approach, and moving to the side of the trail.
 - Horseback riders will indicate when it is safe to pass
- Due to the multi-use nature of this trail system all users will be asked to observe a recommended speed limit of 15 mph, winter and summer
 - This equates to equestrians not exceeding a cantor pace that typically ranges between 12 to 15 mph
- Equestrians will be encouraged to clean the trail as they ride
 - Equestrian riders are to utilize mounting blocks placed along the edges of the trail to dismount and clean manure piles from the trail if practical

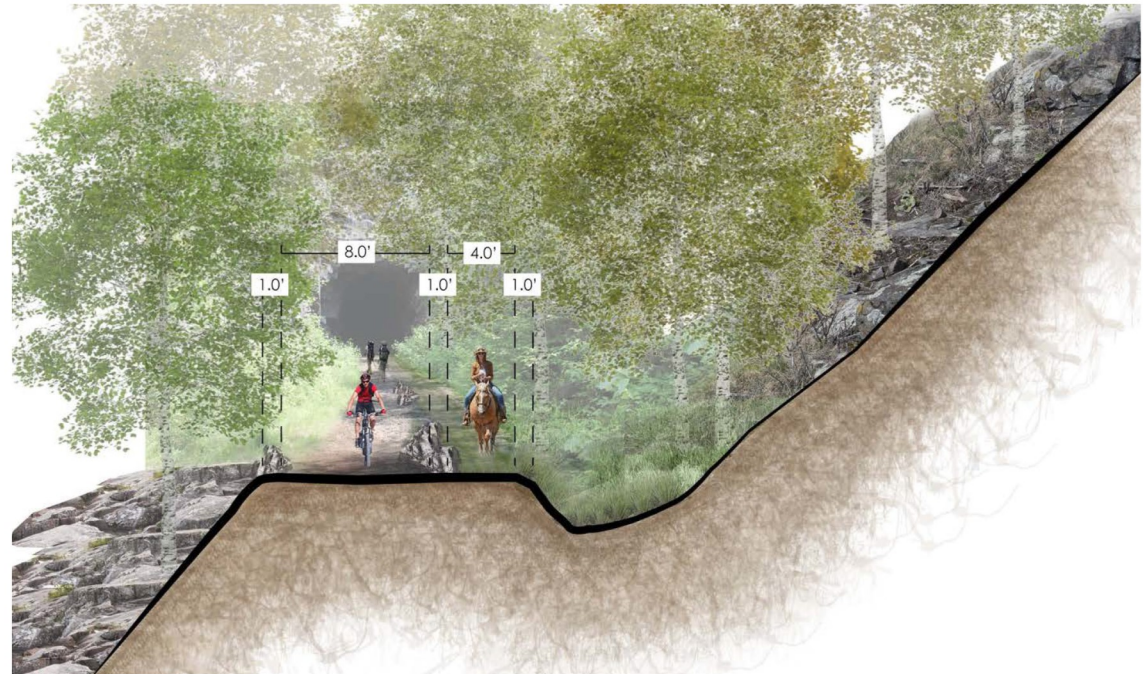
Education must be an ongoing seasonal effort by all parties involved in order to be effective. On-trail signage will also play a role in the education of users. This signage will include trail etiquette and user expectations. Users of the DWP trail corridor will have a better experience if they are informed of the multi-use nature of the trail before they use it.

Potential Funding

The DWP project under the planning efforts of the Duluth Traverse Mini Master Plan has been tentatively awarded a Minnesota State Legacy Grant. Preliminary notification came in November of 2018. Final approval will be confirmed by the state legislature in early 2019, with funding available no sooner than July 2019. The grant will support capping of the entire trail with a gravel surface that meets ADA/ABA, full signage and wayfinding from lower Spirit Mountain to the Becks Road parking lot and along the Clyde Connector, and removal of hazardous rock fall areas.

Multi-Use Evaluation Period

The DWP trail plan recognizes there will be multiple user groups with significantly different needs using this facility. This plan recommends a three year evaluation period starting the day the trail is opened for public use. Currently, the trail is closed to the public due to Sargent Creek Bridge closure. During this evaluation period, the function of the multi-use designation will be closely monitored for safety, user conflict, and environmental impacts. Conflicts will be addressed on an as-needed basis. The City of Duluth Parks and Recreation Division will make a determination with regard to the multi-use designation after the evaluation period.



» Typical trail Section in DWP with trail sharing - to be designed and vetted in future process . Some areas may be narrower due to pinch points, railroad grade width restrictions, or other landscape features.

>>Image Credit: 2017 Duluth Traverse Mini Master Plan, typical multi-use trail section

The DWP trail is narrower in some locations than depicted in this section. This plan will not recommend a physical separation such as a boulder and will have a contiguous surface material of crushed limestone of 10-feet wide

Probable Cost Estimates

Item Details	Estimated Total Cost	Funding Status
Sargent Creek Bridge	\$700,000	100% Funded
Rock clean up and rock fall mitigation	\$516,000	25% Funded
Trail Capping 5.8 miles	\$216,000	100% Funded
Elys Peak Bypass Trail	\$65,000	TBD
Downhill return and east bound Traverse Spine mountain bike trail Lower Spirit	\$70,000	TBD
Parallel Mountain Bike Route outside Magney-Snively	\$377,000	TBD
Gates, signage and wayfinding	\$38,000	100% Funded
Becks Road and Lower Spirit Chalet trailhead improvements	\$215,000	15% Funded
Trail Connection to Munger State Trail	\$50,000	TBD
Construction Total	\$2,247,000	
Design/Engineering/Construction Admin 10%	\$217,700	25% Funded
Construction Contingency	\$217,700	25% Funded
Total Project Cost	\$2,682,400	37% Funded

>>All costs are subject to bid conditions and availability of contractors to perform work and in no way guarantee completion. These estimated costs are based on 2019 construction estimates. Despite project not being fully funded, the DWP Trail can be open for public use once Sargent Creek Bridge is restored in late 2019/early 2020.

Project Prioritization

This plan recommends priority be given to projects that meet or can meet accessibility requirements. The trailheads at Lower Spirit and at Mission Creek Parkway Trailhead could be made fully accessible trailheads. An accessible trail connection between the Munger State Trail and Mission Creek Parkway is also recommended as a priority investment in the trail system. Building this connection could increase access for more users to both the Munger and the DWP trails with expanded recreational loop options.

In areas outside of Magney-Snively Natural Area, it is recommended that prioritization of parallel mountain bike segments be given to those areas with the most user density and likelihood to present user conflict. This planning process identified the portion of the DWP through Spirit Mountain Recreational Area from the Lower Chalet to Gogebic Street as one of these high-density areas. Also identified is Elys Peak or Short Line Park as an area of high use where a parallel mountain bike route around the tunnel shall be prioritized.

Implementation Timeline

Date	Description
Fall 2019 - Spring 2020	Sargent Creek Bridge restoration
Ongoing	Rock clean up and rock fall mitigation
Spring 2019 - Spring 2020	Trail capping 5.8 miles
Summer 2020	Elys Peak Bypass Trail
Summer 2020	Downhill return and east bound Traverse Spine mountain bike trail Lower Spirit Mountain
Summer 2021	Parallel mountain bike route outside Magney-Snively
Spring 2020	Gates, signage and wayfinding
Spring 2020	Becks Road and Lower Spirit Chalet trailhead improvements
Summer 2021	Trail Connection to Munger State Trail

>>Timelines are subject to funding availability, bid conditions and availability of contractors to perform work and in no way guarantee completion under the estimated schedule.

07. APPENDIX

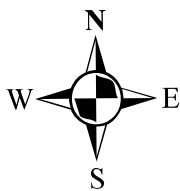




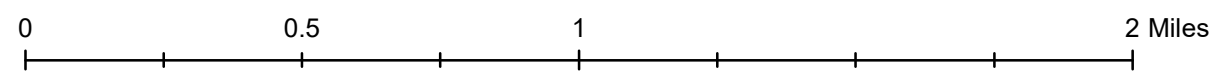
Legend

Trailhead

- Ⓣ Proposed Trail Access
- ⓉⓅ Limited Parking Trail Access
- ⓉⓅ Trailhead with Parking
- Bridge
- DWP Trail System
- Roads
- All Other Trails
- Project Scope Study Limits



DWP Project Scope Study Limits



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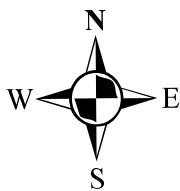
Legend

Trailhead

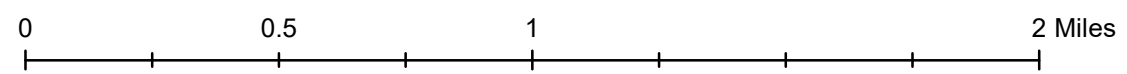
- Ⓧ Proposed Trail Access
- Ⓧ Limited Parking Trail Access
- Ⓧ Trailhead with Parking
- Bridge

Trail Types

- Proposed Equestrian
- Existing Equestrian
- DWP Trail System
- Roads
- All Other Trails
- Project Scope Study Limits

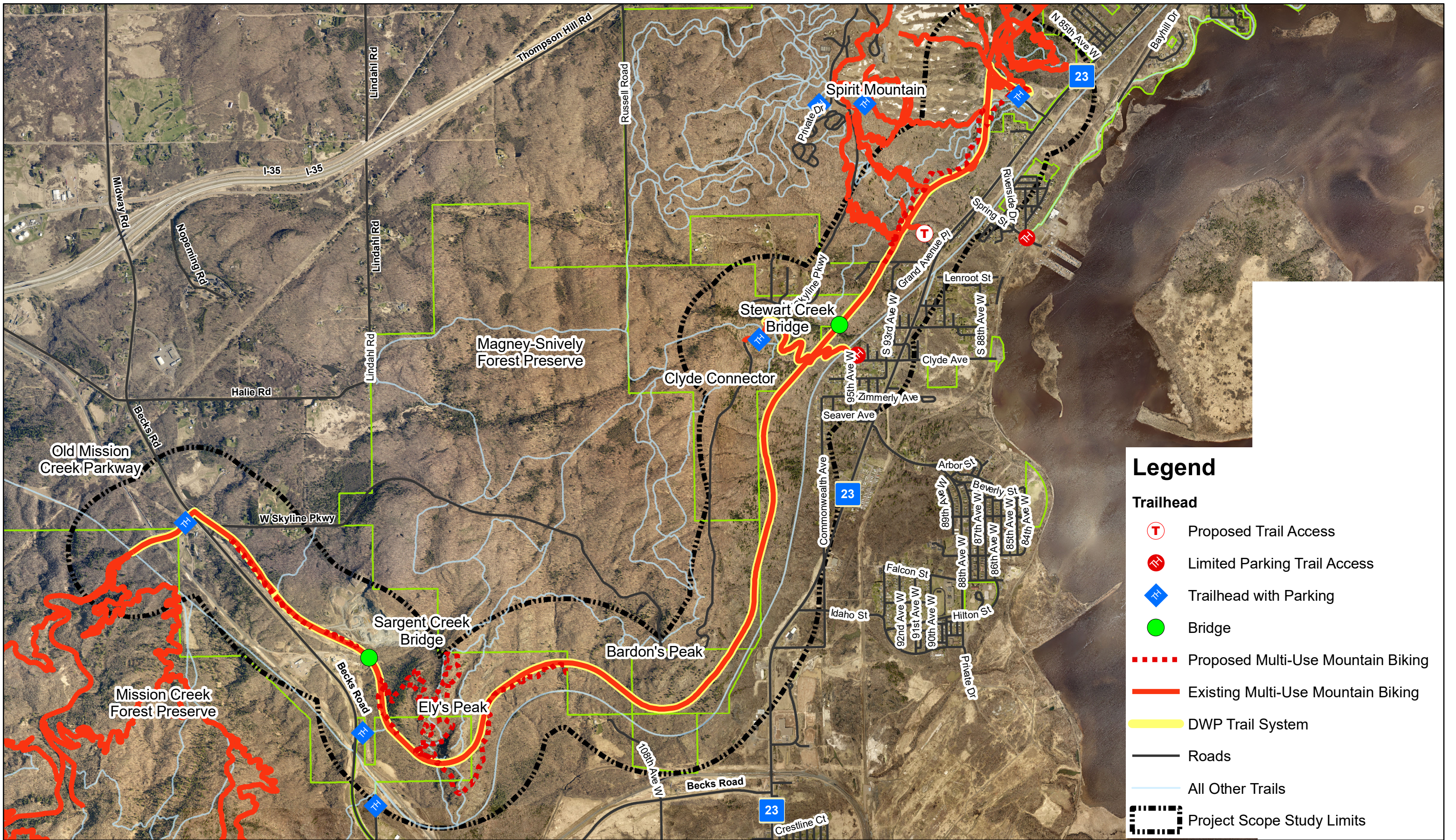


DWP Equestrian



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Legend

Trailhead

- Ⓧ Proposed Trail Access
- Ⓧ Limited Parking Trail Access
- Ⓧ Trailhead with Parking
- Bridge

- - - Proposed Multi-Use Mountain Biking

— Existing Multi-Use Mountain Biking

— DWP Trail System

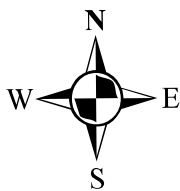
— Roads

— All Other Trails

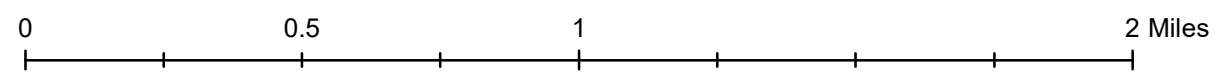
Project Scope Study Limits

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DWP Multi-Use Mountain Biking





Legend

Trailhead

- Ⓡ Proposed Trail Access
- Ⓡ Limited Parking Trail Access
- Ⓡ Trailhead with Parking
- Bridge

- - - Proposed Snowmobile

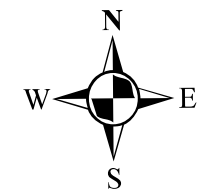
— Existing Snowmobile

— DWP Trail System

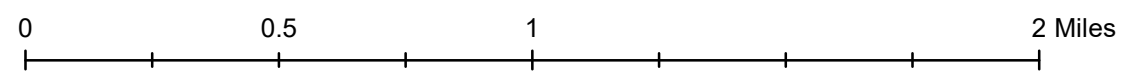
— Roads

— All Other Trails

Project Scope Study Limits



DWP Snowmobile



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APPENDIX A

PUBLIC COMMENTS
*during planning process

DWP TRAIL

Date of Submission	Source	Comment	Themes:	Picture
12/1/2018	Email	<p>a trained and certified ADA - 'UTAP' (Universal Trail Assessment Coordinator). I will attend the 'DWP Technical' Meeting to consider 'technical' issues surrounding the future of the DWP trail. As a member and supporter of 'Rails on Trails' efforts in Minnesota and nation wide, I feel the DWP offers a rail trail that could meet the needs of ALL user groups.</p> <p>But, please find my original attachment (?????.pdf) on the 'user conflicts' that will surely need to be considered when moving ahead with the DWP trail development. As this trail is of 'regional significance', I feel that there is a need to plan for the future uses! As a past member of the state 'Legacy' committee, I also feel that this trail should be able to be funded by 'Legacy' funds because its unique 'natural' nature and ability to meet the their needs of all users, if properly planned and developed.</p> <p>The DWP trail has lacked proper planning in the past, because it was included in other inappropriate trail plan efforts. These other trail plans did not consider the unique potential of the DWP trail as a world class destination trail. The small section of the DWP trail that we have been shown so far by Parks Staff is only part of the total DWP trail, so we will need to expand this effort to include the full DWP trail. I think the DWP needs its own 'Master Plan' and corrections of the other involved plans, in order to meet the future significant 'Legacy' funding source requirements. The state requires a 'Master Plan' for every trail that it funds, not an addendum to some other trail plan. and this no exception.</p> <p>I look forward to seeing what we can achieve as a group of trail enthusiast, but remain somewhat of a critic of potable outcomes because of past 'inadequate' trail planning experiences. WE have spend many hours in specific planning efforts for the city in the past, and had those efforts discarded in favor of prior city biases. I am hesitant to put in many hours in another like was don with other trail plans, because of limited results for users with disabilities. My program has not been able to even use 'accessible' trails like the WWFT because of ongoing access issues. The DWP exists along the high ridge high above other trails in Duluth, and will be difficult for to provide functional access points for disabled users.</p>	<p>User Conflict Etiquette Safety Issue Specific Trail Use Trail Access/Connections Amenities/Signage Things Missed</p>	
12/7/2018	Email	<p>Didn't think of it until today but using the DWP from GANC to Clyde Connector, to Magney ski trail to Spirit Mountain trail then the Connector back to GANC would be an incredible loop! Even now you could get to the top that way and back if there was enough snow. Could be groomed flat with Ginzu for multi-use.</p>	<p>Things Missed - Legacy Funding Considerations Thins Missed - Need for full Master Plan Trail Accesses/Connections</p>	
12/10/2018	Website Comment Form	<p>I attended a recent "technical advisory"; meeting at Morgan Park Community Center regarding a plan for developing the DWP corridor. After hearing the conversation there, reviewing maps provided, and considering my own relatively new understanding of the Duluth trails system, I offer the following comments for the record. At its core, the DWP is an abandoned railroad corridor. It is not a "natural area"; Its future use should be informed and inspired by successful "rails-to-trail"; conversion projects in Minnesota and around the country. Put another way, the wide corridor and raised and hardened surface calls for certain uses over others. Moreover, those "certain uses"; -- snowmobiling and horseback riding -- seem under-served across the city parks system and they should get priority. For as much as I dont like snowmobiles, the DWP seems like a natural candidate as a snowmobile trail. There might be some interference with other uses in winter, but those other uses (skiing, hiking, biking) have other options in that area and around the city. Given the short season for snowmobiling, this particular use of the DWP seems straightforward and would boost city trail access for that particular user group. I am ambivalent about horses, but for many of the reasons stated above -- the wide corridor and hardened surface of the DWP and the limited options this user group has in city parks -- the DWP could be designated a horse trail, at least as an experiment. It's not clear how compatible horseback and riding will be with other uses -- casual walking and biking. If the trail surface is designed for multiple uses and not just for horses, there should be no issue in allowing horseback riding for some time until it's determined it doesn't work. Beyond those two specialized uses, DWP development should consider how families and people of all ages and abilities can use this corridor. This implies limiting or maybe even eliminating plans to have the Duluth Traverse pass on the DWP. Mountain biking represents a different mindset and riding style that may not be compatible with kids on bikes, parents with strollers, and horseback riders. Moreover, mountain bikers, hikers and cross country skiers are well served with trails in the St. Louis River corridor and, given those communities'; proclivities for the kinds of trails they prefer, may not find a trail like the DWP to their liking, or at least not their first preference. It seems that giving priority to snowmobiling, horseback riding and family- and accessible-friendly uses for the DWP shouldn't be seen as shortchanging those users. Finally, whatever work is done to make the tunnel more useful should be done with all users in mind. In other words, if tunnel improvements comport with rock-climbing needs, fine. But excessive effort and funds expended to make the tunnel a climbing destination would be misplaced, given the relatively few individuals who would take advantage of that amenity.</p>	<p>Specific Trail Use - Cross Country Ski</p> <p>Things Missed - best practices Specific Trail Use - Snowmobile Specific Trail Use - Equestrian Trail Access/Connections</p>	
12/18/2018	Written Comment Form	<p>In my opinion, Snowmobilers as a user group show more courtesy to other trail users than bike riders.</p>	<p>User Conflict Etiquette</p>	
12/18/2018	Written Comment Form	<p>Put the Duluth Traverse on Skyline Parkway</p>	<p>Specific Trail Use</p>	
12/18/2018	Written Comment Form	<p>The mountain bike group is already strapped for maintenance and if more single track is added it will only be a burden.</p>	<p>Things Missed - trail maintenance</p>	
12/18/2018	Meeting	<p>Questioned if mounting blocks could be provided at either end of trail bridges for equestrians.</p>	<p>Amenities/Signage</p>	
12/18/2018	Meeting	<p>Noted the importance of emergency access and whether the bridges were designed to withstand vehicular traffic in emergencies.</p>	<p>Trail Access/Connections</p>	
12/18/2018	Meeting	<p>The DWP offers users a sense of discovery. Indicated many users in West Duluth would not like to see the corridor overdeveloped as it changes the experience. Provides access to many users and abilities.</p>	<p>Safety Issue Specific Trail Use</p>	<p>Things Missed - overdevelopment</p>
12/18/2018	Meeting	<p>Every construction project looks a bit strange at first, but foliage grows back.</p>	<p>Things Missed - vegetation concerns</p>	
12/18/2018	Public Engagement Activity	<p>Clear signage that communicates trail user expectations.</p>	<p>User Conflict Etiquette Amenities/Signage</p>	
12/18/2018	Public Engagement Activity	<p>Promote vocal warning when approaching another trail user.</p>	<p>User Conflict Etiquette</p>	
12/18/2018	Public Engagement Activity	<p>EMS not able to find trailheads, major crossings, and access points.</p>	<p>Safety Issue</p>	
12/18/2018	Public Engagement Activity	<p>Duluth Traverse to use Skyline Parkway versus additional trail through Magney Snively.</p>	<p>Specific Trail Use - Mountain Bike</p>	
12/18/2018	Public Engagement Activity	<p>One way trail for bicycle traffic towards Spirit Mountain through Mageny Snively area and multi direction DWP.</p>	<p>Specific Trail Use - Mountain Bike</p>	
12/18/2018	Public Engagement Activity	<p>Implement USNG App and sign trail with these corresponding identifiers</p>	<p>Amenities/Signage</p>	
12/18/2018	Public Engagement Activity	<p>Need signage at trailheads</p>	<p>Amenities/Signage</p>	
12/20/2018	Meeting	<p>No more GIA funding for snowmobile trails so DWP wouldn't be on the state map for snowmobile so lighter use happening.</p>	<p>Things missed - funding/designation</p>	
12/20/2018	Public Comment at West Meeting	<p>DWP should be multiuse trail for : hiking, biking, horseback, snowmobile, ATV, skiing</p>	<p>Specific Trail Use - Hiking Specific Trail Use - Mountain Bike Specific Trail Use - Equestrian Specific Trail Use - Snowmobile Specific Trail Use - ATV Specific Trail Use - Cross Country Skiing</p>	
12/20/2018	Public Comment at West Meeting	<p>Spirit Mountain is destination to start trail use and takes you out of town to hotels, camping areas ,</p>	<p>Trail Access/Connections</p>	

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DWP TRAIL

12/20/2018	Public Comment at West Meeting	Signage required to reduce illegal use on trails.	Amenities/Signage	
12/20/2018	Public Comment at West Meeting	ATV is \$5 billion dollar industry with projections to grow; two major manufacturers in MN	Things missed - economic perspective	
12/20/2018	Public Comment at West Meeting	DWP trail should be treated like the dog parks and all droppings should be picked up.	User Conflict Etiquette	
12/20/2018	Public Comment at West Meeting	Unrestricted ATV usage, has been, is, and will continue to be a burden on the neighborhood. Reckless operation and trespassing.	Specific Trail Use - ATV Safety Issue	
12/20/2018	Public Comment at West Meeting	Restrict access to the DWP from Clyde Avenue to Spirit Mountain from motorized use and horses	Specific Trail Use - Equestrian Specific Trail Use - Motorized Users	
12/20/2018	Public Engagement Activity at West Meeting	If there is a conflict with high-speed cyclists route them onto Munger Trail or Skyline Parkway	User Conflict Etiquette	
12/20/2018	Public Engagement Activity at West Meeting	Use verbal warning when approaching or passing horses	User Conflict Etiquette	
12/20/2018	Public Engagement Activity at West Meeting	Specify walking and biking lanes	User Conflict Etiquette	
12/20/2018	Public Engagement Activity at West Meeting	Earbuds prevent users from hearing others passing	User Conflict Etiquette	
12/20/2018	Public Engagement Activity at West Meeting	Educate trail users on trail etiquette.	User Conflict Etiquette	
12/20/2018	Public Engagement Activity at West Meeting	Be courteous and all can enjoy	User Conflict Etiquette	
12/20/2018	Public Engagement Activity at West Meeting	Include trail etiquette in signage plan	User Conflict Etiquette	
12/20/2018	Public Engagement Activity at West Meeting	Research tri-county corridor which is a good example of multi-use trail	Things Missed - best practices	
12/20/2018	Public Engagement Activity at West Meeting	Pass horses slow and wide and announce yourself	User Conflict Etiquette	
12/20/2018	Public Engagement Activity at West Meeting	Let others know you are approaching – slow down - speak	User Conflict Etiquette	
12/20/2018	Public Engagement Activity at West Meeting	Require dogs to be leashed	Safety Issue	
12/20/2018	Public Engagement Activity at West Meeting	Safety is not an issue	Safety Issue	
12/20/2018	Public Engagement Activity at West Meeting	Be friendly to horse riders	User Conflict Etiquette	
12/20/2018	Public Engagement Activity at West Meeting	Bike speeds spooking horses near Spirit and Elys Peak	Safety Issue	
12/20/2018	Public Engagement Activity at West Meeting	Let DWP be multiple use. There is enough trails already on Spirit Mountain do not need more or widened trails.	Specific Trail Use	
12/20/2018	Public Engagement Activity at West Meeting	Let DWP be multi use and don't create additional trails.	Specific Trail Use	
12/20/2018	Public Engagement Activity at West Meeting	Leave corridor narrow	Specific Trail Use	
12/20/2018	Public Engagement Activity at West Meeting	Does every trail need every use?	Specific Trail Use	
12/20/2018	Public Engagement Activity at West Meeting	Make handicap accessible	Access/Connections - Accessibility Specific Trail Use - ATV Access/Connections - Accessibility	
12/20/2018	Public Engagement Activity at West Meeting	ATV's provide those with mobility or handicaps access to trail	Specific Trail Use - ATV	
12/20/2018	Public Engagement Activity at West Meeting	Structured ATV use on the DWP	Specific Trail Use - ATV	
12/20/2018	Public Engagement Activity at West Meeting	No ATV use on DWP	Specific Trail Use - ATV	
12/20/2018	Public Engagement Activity at West Meeting	No ATV use on DWP (additional comment)	Specific Trail Use - ATV	
12/20/2018	Public Engagement Activity at West Meeting	Respect the trail.	User Conflict Etiquette	
12/20/2018	Public Engagement Activity at West Meeting	Research Soo Line Trail for example of mixed use	Things Missed - best practices	
12/20/2018	Public Engagement Activity at West Meeting	Designated parking lots versus neighborhood roads	Trail Access/Connections	
12/20/2018	Public Engagement Activity at West Meeting	Sign entire trail corridor not just gated access points	Amenities/Signage	
12/20/2018	Public Engagement Activity at West Meeting	Horse mounting blocks at bridges and tunnel	Amenities/Signage	
12/20/2018	Public Engagement Activity at West Meeting	Porta johns at trail heads	Amenities/Signage	
12/20/2018	Public Engagement Activity at West Meeting	Lighting along trail or near tunnel	Amenities/Signage	
12/20/2018	Public Engagement Activity at West Meeting	Keep it simple and rugged, natural feel with amenities	Amenities/Signage	
12/20/2018	Public Engagement Activity at West Meeting	Don't install a lot of signs	Amenities/Signage	
12/20/2018	Public Engagement Activity at West Meeting	Later public meeting start times for people that work until 4:30 or 5:00pm.	Things Missed - public engagement suggestion	
12/20/2018	Public Engagement Activity at West Meeting	5:30 or 6:00pm public meeting start time.	Things Missed - public engagement suggestion	
12/20/2018	Public Engagement Activity at West Meeting	Clean up trash along trails and at illegal parking spots.	Things Missed - trail maintenance	
12/20/2018	Public Engagement Activity at West Meeting	Low impact camping suggested along corridor.	Amenities/Signage	
12/20/2018	Public Engagement Activity at West Meeting	Use Crushed limestone for trail surface	Specific Trail Use Amenities/Signage	
12/20/2018	Public Engagement Activity at West Meeting	The old gravel pit area near Sargent Creek has potential to be good recreation area for ATV use.	Specific Trail Use - ATV	
12/20/2018	Public Engagement Activity at West Meeting	Blasting coordination near Sargent.	Safety Issue	
12/20/2018	Public Engagement Activity at West Meeting	Parallel single track as additional bike option parallel with Becks Road.	Specific Trail Use - Mountain Bike	
12/20/2018	Public Engagement Activity at West Meeting	Research Wisconsin ATV and Multi-use Trail rules	Things Missed - best practices	

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12/20/2018	Public Engagement Activity at West Meeting	Yearly seasonal education plan for trail users	User Conflict Etiquette
12/20/2018	Public Engagement Activity at West Meeting	Allow ATV and UTV use along DWP trail segment	Specific Trail Use - ATV Specific Trail Use - UTV
12/20/2018	Public Engagement Activity at West Meeting	Porta Johns at trailheads	Amenities/Signage
12/20/2018	Public Engagement Activity at West Meeting	Crossing light at Becks Road (hit to make flash or pedestrian activated)	Amenities/Signage
12/20/2018	Public Engagement Activity at West Meeting	Bridge/culvert are at grade. Potential for crosswalk at Becks Road crossing.	Amenities/Signage
12/20/2018	Public Engagement Activity at West Meeting	Improve safety at Skyline Parkway intersection.	Safety Issue
12/20/2018	Public Engagement Activity at West Meeting	Keep trail somewhat primitive; that's part of the experience.	Specific Trail Use
12/20/2018	Public Engagement Activity at West Meeting	Vault Toilet location at Mission Creek	Amenities/Signage
12/20/2018	Public Engagement Activity at West Meeting	Mission Creek Trailhead parking	Amenities/Signage
12/20/2018	Public Engagement Activity at West Meeting	Poor signage from Becks Road intersection	Amenities/Signage
12/20/2018	Public Engagement Activity at West Meeting	Dangerous to turn into – hard to spot the turn coming into Mission Creek until very close	Safety Issue
12/20/2018	Public Engagement Activity at West Meeting	Further explore the language in Magney Snively plan regarding allowing single track route	Things Missed - best practices
12/20/2018	Public Engagement Activity at West Meeting	Connect Gary-New Duluth neighborhood by providing a connection at 108th Street.	Trail Access/Connections
12/20/2018	Public Engagement Activity at West Meeting	The DWP should be sufficient for bikers to share with other users. There is no need for a separate bike trail that roughly parallels with the DWP.	Specific Trail Use - Mountain Bike
12/20/2018	Public Engagement Activity at West Meeting	If bikers are responsible and yield no need for parallel trail.	User Conflict Etiquette Specific Trail Use - Mountain Bike Specific Trail Use - Snowmobile Specific Trail Use - Equestrian
12/20/2018	Public Engagement Activity at West Meeting	Low speed snowmobile and horses on the DWP are okay. We all got along in the past. Show courtesy to other users.	User Conflict Etiquette
12/20/2018	Public Engagement Activity at West Meeting	Parallel single track as additional bike option.	Specific Trail Use - Mountain Bike
12/20/2018	Public Engagement Activity at West Meeting	Designate DWP as a slow speed snowmobile trail.	Specific Trail Use - Snowmobile
12/20/2018	Public Engagement Activity at West Meeting	Do not allow ATVs.	Specific Trail Use - ATV
12/20/2018	Public Engagement Activity at West Meeting	Designate DWP as slow speed snowmobile trail (additional comment)	Specific Trail Use - Snowmobile
12/20/2018	Public Engagement Activity at West Meeting	Do not allow ATVs (additional comment)	Specific Trail Use - ATV
12/20/2018	Public Engagement Activity at West Meeting	Designate the DWP as multi-use for low speed travel. No ATVs though.	Specific Trail Use - ATV
12/20/2018	Public Engagement Activity at West Meeting	Allow ATV use on DWP.	Specific Trail Use - ATV Specific Trail Use
12/20/2018	Public Engagement Activity at West Meeting	Clyde Avenue Connection should be undeveloped neighborhood access.	Trail Access/Connections Specific Trail Use
12/20/2018	Public Engagement Activity at West Meeting	Keep the 95th Avenue West trailhead as a neighborhood access. No parking lot. Maybe make/allow parking for two cars on street or next to gate.	Trail Access/Connections Amenities/Signage
12/20/2018	Public Engagement Activity at West Meeting	Are there any future parking options beyond the on street at the Clyde Connector trail head?	Amenities/Signage
12/20/2018	Public Engagement Activity at West Meeting	95th Avenue West and Clyde Avenue connection to the Munger Trail and up to DWP a problem area. Parking will be a big problem. Private property surrounds the short connector so any parking will be in front of neighbors.	Specific Trail Use Amenities/Signage
12/20/2018	Public Engagement Activity at West Meeting	No snowmobile use on the DWP. Enforcement of low speed is impossible.	Specific Trail Use - Snowmobile Things Missed - Enforcement
12/20/2018	Public Engagement Activity at West Meeting	Buckthorn removal needed near intersection of Clyde connector and Skyline Parkway.	Things Missed - vegetation concerns
12/20/2018	Public Engagement Activity at West Meeting	Keep the Duluth Traverse on the DWP through Magney Snively Natural Area.	Specific Trail Use - Mountain Bike
12/20/2018	Public Engagement Activity at West Meeting	Open the DWP to snowmobile and ATV use.	Specific Trail Use - ATV
12/20/2018	Public Engagement Activity at West Meeting	No ATVs on the DWP	Specific Trail Use - ATV
12/20/2018	Public Engagement Activity at West Meeting	No ATVs on the DWP	Specific Trail Use - ATV
12/20/2018	Public Engagement Activity at West Meeting	Parallel single track as additional bike option through Magney Snively.	Specific Trail Use - Mountain Bike
12/20/2018	Public Engagement Activity at West Meeting	License fees for snowmobile and ATV could be helpful for trail maintenance and securing future grants.	Things Missed - trail maintenance Things Missed - Economic considerations Specific Trail Use - ATV Specific Trail Use - Mountain Bike Specific Trail Use - Hikers Specific Trail Use - Equestrian
12/20/2018	Public Engagement Activity at West Meeting	Make DWP a multi-use trail for ATV, bikers, hikers, horses. We have shared this trail since 1987. Tri County Corridor is a good example.	Things Missed - best practices
12/20/2018	Public Engagement Activity at West Meeting	Morgan Park neighborhood connection at Idaho Street. Additional single-track parallel trail is neat idea.	Trail Access/Connections Specific Trail Use - Mountain Bike Trail Access/Connections
12/20/2018	Public Engagement Activity at West Meeting	Snowmobile and ATV/UTV access to Spirit Mountain Chalet	Specific Trail Use - ATV Specific Trail Use - UTV
12/20/2018	Public Engagement Activity at West Meeting	Snowmobile conflict to get to Spirit Mountain Chalet with current cross-country trails, Superior Hiking Trail, and downhill bike trails.	Safety Issue
12/20/2018	Public Engagement Activity at West Meeting	Soo Line Trail is good example of mixed use trail for hikers, bikers, snowmobiles and ATVs	Things Missed - best practices
12/20/2018	Public Engagement Activity at West Meeting	No need for separate trails; current use does not justify it.	Specific Trail Use
12/20/2018	Public Engagement Activity at West Meeting	Would be nice to have separate trail for hikers and mountain bikers.	Specific Trail Use - Mountain Bike Specific Trail Use - Hiker Specific Trail Use - Snowmobile
12/20/2018	Public Engagement Activity at West Meeting	Open trail to snowmobiles for access to Lower Spirit Chalet.	Trail Access/Connections

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12/20/2018	Public Engagement Activity at West Meeting	Add parking at top of Spring Street and improve trail to DWP.	Amenities/Signage
12/20/2018	Public Engagement Activity at West Meeting	Do not add parking at Spring Street there is no room.	Amenities/Signage
12/20/2018	Public Engagement Activity at West Meeting	There is no public parking at the Forest Service office.	Amenities/Signage
12/20/2018	Public Engagement Activity at West Meeting	No parking signage at Gogebic Street	Amenities/Signage
12/20/2018	Public Engagement Activity at West Meeting	Keep the DWP Rustic for walking. No blacktop. Prefer no snowmobiles	Specific Trail Use - Snowmobile Specific Trail Use - Hiking
12/21/2018	Email	<p>Thanks for all the info this week at the public meetings. I wanted to circle back on some of our discussions involving the off-track DWP, particularly The westernmost portions where we see some valid concerns over the amount proposed crossings and mergings off the off-track bike route. I think this particular area is likely to have some of the heaviest traffic due to:</p> <ol style="list-style-type: none"> 1) Mountain Bikers accessing the Ely's peak loop, with many coming from Mission Creek and the Beck's Road parking lot 2) Dense traffic from all uses heading towards the tunnel 3) A primary access location for hikers and climbers at the Ely's Peak lot right in the heart of this stretch <p>I was able to find Mike Riter's email from 2015 which included a kmz of his findings, and wanted to run a few things by you.</p> <ol style="list-style-type: none"> 1) Mike's route appears to stay entirely BELOW the grade in the segment from DWP21 to DWP20. In our discussion on Tuesday, we had believed the route to cross above the grade at least once in this section. 2) The route then shifts ABOVE grade immediately after the Ulland entrance at DWP20 and DWP19. I think the Ulland driveway makes a natural merging/crossing point, since I assume some signage and traffic controls will already be in place there. 3) The crossings at DWP 16 and 15. I'd like to take a further look here and see if it's at all possible to keep the trail entirely ABOVE grade here and avoid these two crossings. Furthermore, I'd like to explore any possibility of adding off-grade singletrack ABOVE grade from DWP 14 to DWP13. This would allow for the those riding the Ely's peak expert loop to remain entirely off of the DWP grade through this section. I know space is tight through here, but I'd like to make certain that we've exhausted all options. I'd be happy to give this some more time and research. <p>If this were possible, we'd be left with just one crossing at the Ulland driveway, a merge on either side of the Sargent Creek Bridge, and one more crossing at the mouth of the tunnel.</p>	Trail Access/Connections Specific Trail Use - Biking
12/21/2018	Website Comment Form	<p>1) Employees of the city, that were hosting the meeting, seemed to be open to the idea of allowing ATVs on this trail. Ideas and strategies for our club to move forward on this were given.</p> <p>2) Home/property owners along this route were set against allowing ATVs. Listing numerous reasons against. In our club's discussion after the meeting we found the hot topics that were brought forward, were common from all discussions.</p> <p>In our experience in the area we have had many conversations with ATV enthusiasts as well as opponents. We have been able to see commonalities among these conversations with the conversations had last night. Part of what we are seeing with the opponents we talked with lastnight, is due to the fact there aren't designated atv routes in the area. The reason I say this is, when you have a designated atv route, it draws in the responsible rider. When you have an undesignated route, the responsible rider doesn't typically ride these areas and go somewhere else. This in turn leaves the riders that are less respectful of the area, and this is all that is seen by the neighbors. Thus giving the sport as a whole a bad name.</p> <p>Some advantages to designating a trail are, increased enforcement, proper signage, attracts law abiding responsible riders and the trail gets put on a maintenance schedule.</p>	Specific Trail Use - ATV User Conflict Etiquette Amenities/Signage Things Missed - maintenance
12/21/2018	Website Comment Form	<p>I would like to see the proposed DWP trail opened up for ATV riding. I love taking day trips with my kids on our UTV and we would enjoy this trail and the opportunities it would bring.</p> <p>We are always looking to find more trails in Minnesota, but sadly, MN is not the most friendly state for ATV use as compared to many others we have lived, especially like Wisconsin, whom seems to welcome us riders in with open arms.</p>	Specific Trail Use - ATV
12/21/2018	Website Comment Form	<p>greatly surpassing most other recreational activities.</p> <p>It is becoming a very common family activity and brings in money as well. I commonly see ATVs getting gas and food as well as have I and my family. When we go out for the day, we spend money when we stop for food.</p> <p>I always hear the occasional murmur of "I don't like the ATVs that currently fly around illegally on certain streets and trails". Well, sad as it is, those that do the illegal riding will continue to do so weather or not its legal. I hate to prevent good law abiding and responsible people from using more trails just because of the few bad apples that are always around. (In fact, I have seen the law abiding riders stop the renegade riders to let them know that we don't support their bad habits, the ones who want to keep our trails open do help police the few who don't follow common sense).</p>	Specific Trail Use - ATV Things Missed - economic considerations Things Missed - enforcement
12/21/2018	Website Comment Form	<p>I believe that this trail should be multi use for all types of recreation, both motorized and non motorized. Being a retired rail grade, the base which once carried trains is the perfect sub structure for atvs, snowmobiles, and all non motorized recreation.</p> <p>These areas were meant for everyone to use, not just a chosen few.</p>	Specific Trail Use - Motorized Specific Trail Use - Non motorized Specific Trail Use - ATV Specific Trail Use - ATV Specific Trail Use - UTV
12/22/2018	Website Comment Form	<p>We need more atv trails in Minnesota</p>	Specific Trail Use - Mountain Bike
12/22/2018	Website Comment Form	<p>I would like to voice my support for ATV/UTV use on the DWP trail system.</p> <p>The DWP has many user groups and offers potential conflicts between different groups. There is also world class terrain next to the DWP for a parallel mountain bike trail. I strongly suggest that wording is included in future plans to allow for this as an option to reduce pressure on the DWP.</p> <p>I support the idea of allowing atvs on the multi use DWP trail. This type of trail works in many other neighboring cities. It is long over due. There are miles and miles of single use and non motorized trails in Duluth currently. It would be nice to see one atv trail we can share with everyone.</p>	Specific Trail Use - ATV



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	12/23/2018 Website Comment Form	<p>I completely understand the general public's concerns with renegade atv'ers that do not abide by the current law. These concerns are valid. This small group of ATV'ers will continue to choose to break the law whether or not the trail is open to ATVs. This shouldn't prevent or inhibit law abiding atv'ers from enjoying the multi use trail in a safe manner.</p> <p>In the same respect, we don't prevent law abiding Citizen's from driving automobiles on our city/county/state roads just because a few people decide to drink and drive and/or break the laws. Any law suggesting such would be considered Ludacris; so why wouldn't it be considered Ludacris to prevent atv's from using the multi use trail?</p> <p>Opening up more trails for ATV use will also attract more tourism dollars for the city and county in the long run. The majority of atv clubs frequent establishments along trail systems.</p> <p>I support an Ordinance that allows atv use on trails in the city and county.</p>	<p>Specific Trail Use - ATV Things Missed - Enforcement Things Missed - Economic considerations</p>	
	1/2/2019 Website Comment Form	<p>Please do not allow 4 wheelers access to the DWP or any other part of the city of Duluth. There is plenty of long lasting damage (ruts) from 4 wheelers and my concern is giving 4 wheelers access to ANY city property will increase traffic and that will inturn increase damage.</p> <p>Also, please create some form of opportunity to enforce illegal 4 wheeler use in the city limits. I have called the police on several instances to report trail damage caused by inappropriate ATV use, and each time there is no follow up!</p>	<p>Specific Trail Use - ATV Things Missed - Enforcement</p>	
	1/23/2019 Website Comment Form	<p>mission creek trails and frequently observe many other cyclists doing the same.</p> <p>I have also experienced periods of congestion among many user types, which is why I believe the investment in a multi purpose mountain bike singletrack trail which parallels the DWP would be a of great benefit to all users. It would decrease congestion and minimize any user conflict.</p> <p>Finally, I would encourage the city to review the Magney-Snively Natural Area to allow for a low-impact singletrack trail to further mitigate trail congestion.</p> <p>Thank you for your consideration! My wife and I live in the Lincoln Park neighborhood and moved to Duluth from the twin cities specifically for the mountain bike trails. We love the investment the city has made and hope it can continue! I am now a physical therapist in the area and my wife works at the Duluth Chamber. The trails are an investment in the city and great things are coming of it! Thanks again!</p>	<p>Specific Trail Use - Bicycle Trail Access/Connections</p>	
	1/23/2019 Website Comment Form	<p>just another mountain biker making my voice heard. I ride the DWP regularly as its entrance (on 63rd Ave W) is very close to my house. I love getting on that trail and just instantly being out of the city and into the wilderness. Great scenery, great ride in the great outdoors, I LOVE IT. And I do even make it all the way down to mission creek on occasion, so I use it as a corridor/connection to access other mountain bike trails. Thanks for continuing to have this as a multi-use trail system. I have to say, for the past 7 years, since I moved to Duluth, I've seen all kinds of people on the trails from bikers to runners to families to purple walking their dogs and I've even seen an elderly couple slowly making their way down the trail. It's wonderful to have so much trail to share with everyone. I've never felt that the trails are congested or too much traffic ever - there's more than enough trail!!! And that's why I LOVE DULUTH!!!</p>	<p>Specific Trail Use - Bicycle Trail Access/Connections</p>	
	1/23/2019 Website Comment Form	<p>Thank you for the opportunity to contribute my thoughts to this project. The DWP is a hidden gem in Duluth and should be highlighted! I currently use it as a trail for biking and think this is a fantastic use of the trail. I would like to promote continued access for bicycles as it currently serves as an excellent connector for the trails at spirit mountain and mission creek. Additional single track that parallels the current DWP would be a massive improvement and ensure the trails sustainability for multi-use and avoid user conflict.</p>	<p>Specific Trail Use - Bicycle Trail Access/Connections</p>	
	1/23/2019 Website Comment Form	<p>Hi, I wanted to weigh in on the importance of the DWP as a connector trail for the Duluth Traverse mountain bike trail sanctioned by COGGS. The DWP trail itself provides an excellent route for mountain/gravel bikes. I would also support a single track trail running adjacent to the gravel trail to reduce potential user conflicts and to increase the amount of single track in the COGGS/Duluth Traverse system. Furthermore, I would encourage the city to review the Magney-Snively Natural Area use plan to allow for a low-impact singletrack trail to further mitigate trail congestion</p>	<p>Specific Trail Use - Bicycle</p>	
	1/23/2019 Website Comment Form	<p>First of all, I have ridden my bike out the DWP corridor many times and really love having that bike access. I look forward to the final bridge before Becks Road being renovated.</p> <p>I hope that bike access will continue to be an option. Even better would be to allow having single-track mountain bike trail access that parallels the DWP - so that bikers won't bring congestion for people who are wanting to hike that trail. I think that the Traverse trail has been an amazing resource for not only bikers, but lots of hikers throughout the city -and so it would be great to expand trails like that which fit in with the natural surroundings and allow more of us to enjoy Duluth's natural beauty.</p> <p>Thanks for this opportunity for input.</p>	<p>Specific Trail Use - Bicycle</p>	
	1/23/2019 Website Comment Form	<p>I am writing in support of the use and development of the DWP corridor for off-road cycling use. The mountain bike trail system in Duluth is unique and is growing as a major asset to the city in attracting outdoor recreation use from both tourists and residents. I live in Minneapolis, however, in 2016 I purchased a home in Duluth, primarily due to the outdoor recreation opportunities the city has to offer. I now spend about half of my time in Duluth and invite guests up to the city to share in all of the outdoor recreation opportunities.</p> <p>Specific to the DWP plans, I support the following:</p> <ol style="list-style-type: none"> 1. Continued access for bicycles through the DWP corridor. 2. The addition of parallel off-grade singletrack to minimize user conflict on the main corridor trail. 3. Encourage a review of the Magney-Snively Natural Area to allow for a low-impact singletrack trail to further mitigate trail congestion. <p>Thank you for your consideration.</p>	<p>Specific Trail Use - Bicycle</p>	
	1/23/2019 Website Comment Form	<p>I am a young professional that recently moved to Duluth from Mission because of the outdoor and economic opportunities for me and my family. I am a mountain biker, so the COGGS trails are a big reason for the move. Therefore, please prioritize:</p> <ol style="list-style-type: none"> 1. Continued and improved access for bicycles through the DWP corridor. I would love to take my children on the DWP trail, but the bridge crossing and tunnel are not safe enough. 2. The addition of parallel off-grade singletrack to minimize user conflict on the main corridor trail. 3. A review of the Magney-Snively Natural Area to allow for a low-impact singletrack trail to further mitigate trail congestion. <p>Thank you for the consideration.</p>	<p>Specific Trail Use - Bicycle Safety Issue</p>	
	1/23/2019 Website Comment Form	<p>My family, including my eight year old son and nine year old daughter, use the DWP weekly from mission creek to spirit mountain. We like and hike this beautiful route. We are huge supporters of continued access for bicycles through the DWP corridor. We support the addition of parallel off-grade singletrack to minimize user conflict on the main corridor trail. We also support the review of the Magney-Snively Natural Area to allow for a low-impact singletrack trail to further mitigate trail congestion. Single track biking is a large focus for our family time. We value the efforts the community and COGGS have put forth to make Duluth a biking destination and local incentive to get outdoors.</p>	<p>Specific Trail Use - Bicycle</p>	

1/24/2019	Website Comment Form	<p>Dear City of Duluth,</p> <p>I'm a member of COGGS and am writing to express my support for continued access for bicycles through the DWP corridor; the addition of parallel off-grade singletrack to minimize user conflict on the main corridor trail, and to encourage a review of the Magney-Snively Natural Area to allow for a low-impact singletrack trail to further mitigate trail congestion.</p> <p>Thanks for considering these thoughts</p>	<p>Specific Trail Use - Bicycle Trail Access/Connections</p>	
1/24/2019	Website Comment Form	<p>The DWP should remain closed to motorized vehicles. As a resident of the area it provides an excellent option for beginner friendly silent sport such as hiking and biking. It is also one of the few gravel trails in the city that can be used in all weather conditions. This should be the case all year. There are other snowmobile trails that parallel it. Please continue to develop the trails for multi use trails on the dwp corridor. COGGS, and the city have worked hard and many would benefit from the additional support.</p>	<p>Specific Trail Use - Bicycle Specific Trail Use - Snowmobile Specific Trail Use - Hiking</p>	
1/24/2019	Website Comment Form	<p>Some bridges are needing to be replaced to ensure safety for users. Thanks for your consideration</p>	<p>Specific Trail Use - multi-use Safety Issue</p>	
1/25/2019	Website Comment Form	<p>St. Louis, running a marathon, or on the SHT, Hartley, Lester, or Spirit, so many places exist to allow us to get outdoors and enjoy our city. Developing the DWP corridor would help us further this development.</p> <p>Specifically, I would be in favor of developing the DWP trail with a few major Focus', including:</p> <ol style="list-style-type: none"> 1. Continued access for bicycles through the entire DWP corridor. 2. The addition of parallel off-grade singletrack to minimize conflict on the main trail. #2 would also allow beginner off road cyclists to have access to an appropriate trail system. #3. Within Magney-Snively, develop a low-impact singletrack trail. Again, especially a beginner class trail would be most helpful. <p>Thank you for all of your hard work.</p>	<p>Specific Trail Use - Bicycle</p>	
1/25/2019	Website Comment Form	<p>HELLO, I would like to see the following:</p> <ul style="list-style-type: none"> -Continued access for bicycles through the DWP corridor. -The addition of parallel off-grade singletrack to minimize user conflict on the main corridor trail. -A review of the Magney-Snively Natural Area to allow for a low-impact singletrack trail to further mitigate trail congestion 	<p>Specific Trail Use - Bicycle</p>	
1/25/2019	Website Comment Form	<p>Hi,</p> <p>I'm a long time Duluth resident that spent 10 years in Bozeman Montana between 2000-2010.</p> <p>I am an avid Mountain Biker, Downhill skier and I dabble a bit in XC skiing and hiking.</p> <p>I want to comment on the Magney Snively area and the DWP improvements. As a biker and a backcountry skier, I've spent countless hours biking, hiking, skiing and exploring the hillside that runs from Magney down to the DWP. (I don't ski at Spirit, I use a backcountry set up to skin up from grand avenue side streets and ski the untracked powder snow) A very large portion of the hillside in this area is unique because of its terrain features and lack of under growth. Trees are spaced widely apart, natural valleys run up and down the hill and there are small hidden rock quarries. It is a spectacular area that isn't used for anything except for a few hiking trails. This area is perfect for an alternate route for bikers. The Superior hiking trail cuts through portions of the hillside along with a few of the Magney ski trails at the western end of the ridge. It would only make sense to include the Duluth Traverse in this gorgeous hidden gem . Duluth is already nationally known as a mountain bike destination and riders are driving from all over the country to ride here. We are aware that Bentonville Arkansas is our competition for many Midwest riders deciding where to spend there time and money. Completing the Duluth Traverse properly by using this magnificent section is necessary. The DWP trail has evolved and congestion will only create frustration for tourists and non-biker trail users.</p> <p>Also, adding lighting to the Ely's peak tunnel will ruin the experience. Please don't do that. Elys peak is as close to a real mountain experience as it gets around here. Try to imagine a mountain in Montana that's known for its massive caves. Those caves would not have lights in them. That would be absolutely ridiculous. Just as ridiculous as lights ruining the Elys peak tunnel.</p> <p>The darkness IS the experience. It's not I-35.... it's nature.</p> <p>Tourists coming to explore the tunnel want a nature experience. They want to explore a dark defunct railroad tunnel. They want to brag to their friends that the tunnel is so long that it's pitch black in the middle and they had to use a flashlight.</p>	<p>Specific Trail Use - Bicycle Amenities/Signage</p>	
1/26/2019	Website Comment Form	<p>I whole heartily support the restoration and improvement of the DWP trail especially for bicycle use. A separate single track bike trail would be ideal. Either way the connection of the Mission Creek trail system to Spirit Mountain and the rest of the Duluth Traverse is highly desirable. Thank You to everyone helping to make this happen including COGGS and the City of Duluth.</p>	<p>Specific Trail Use - Bicycle</p>	
1/26/2019	Website Comment Form	<p>I'm extremely grateful for the work on the DWP and believe it will truly be a gem. I highly recommend allowing a separate alignment, off the grade but in near vicinity for multi-use singletrack, purpose built for bicycles. This will separate higher speed users from lower speed users and make an improved experience for all. I believe a separate trail will not damage sensitive plant life in the Magney Natural Area and if the Natural Area description as written omits bikes from this specific opportunity it should be re-evaluated. Everyone wins if we can separate higher speed users from lower speed users. Thank you for your consideration</p>	<p>Specific Trail Use - Bicycle</p>	
1/29/2019	Website Comment Form	<p>I have used DWP corridor for years as bike route and to access Ely's peak for climbing and sightseeing, and I want to contribute using so in future: happy to share trail with other user groups, as we have in the past. I support building an off-DWP bike trail if there are resources for that, but this should NOT be used to keep bikers from using DWP also. Reasons include that DWP is better for slow/less experienced/less fit bikers, and that it is usable even in wet and freeze-thaw conditions (when other bike trails are off limits) which makes it very important as a shoulder-season and wet-weather option. We often ride the DWP with the HS mt bike team, because it is a good place to take new riders.</p> <p>The work already done to improve the bridges and the surface are much appreciated!</p>	<p>Specific Trail Use - Bicycle</p>	

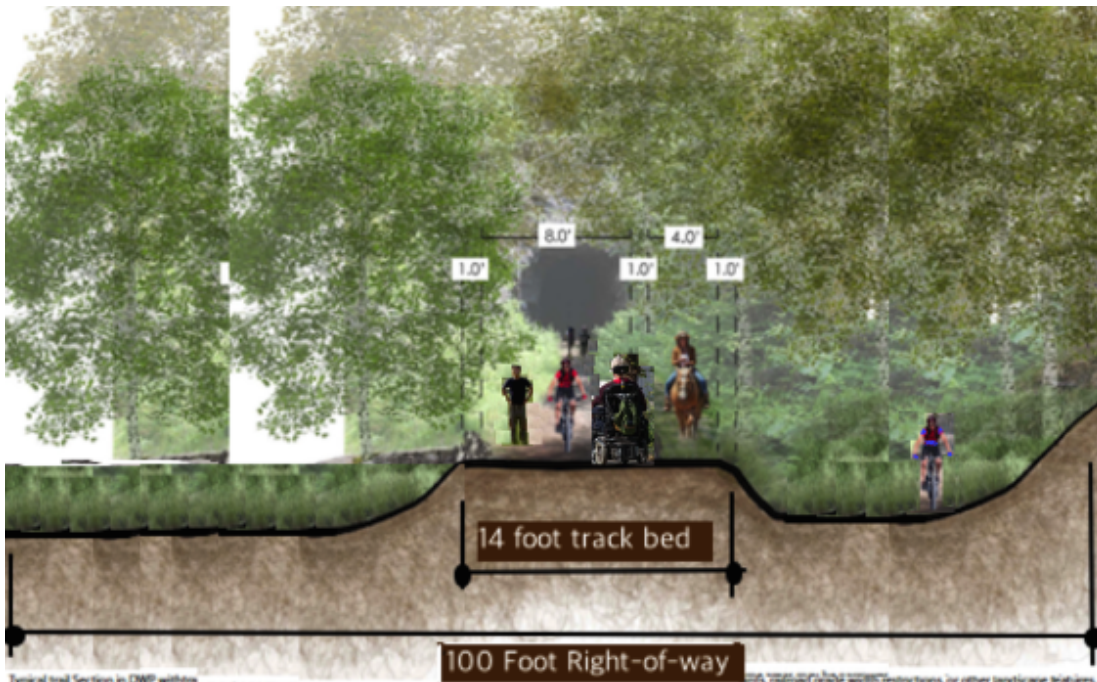
	<p>1/31/2019 Website Comment Form</p>	<p>about 500' from the Munger trail and we use both trails, particularly the DWP.</p> <p>We would like to thank the Duluth Park employees for asking for our advice and comments on the trail.</p> <p>What do we as residences want? We ask that the trail continue with its naturalness and be administered in a manner that will leave them unimpaired in their existing state; and protected for their environmental, historical, wilderness, and solitude character.</p> <p>This is a unique trail for Duluth, and though its usage is low, that is what makes the trail special.</p> <p>Even with a doubling or quadrupling of use, the DWP will continue to retain these unique characteristics.</p> <p>We do not want snowmobiles in the winter as there are many nearby trails that they use. We do not want ATVs in the summer.</p> <p>We do not want parallel off-grade single tracks for mountain bikers. This is unnecessary and will be environmentally damaging. There is no need to separate the different users. There are no conflicts now or even with moderate increase in usage. The biggest conflict in the future could be mountain bikes. But the gravel trail limits their speed, and the straightness and flat grades allow easy visibility for different user types.</p> <p>We do not want the DWP to be groomed for mountain bikes in the winter. Many mountain bikers appreciate the varying conditions and the changing difficulties of a natural, ungroomed trail.</p> <p>As residences on the trail, we can see and monitor much of the traffic on the trail. Here is what we have observed: since the Steward Creek bridge was upgraded, there has been more traffic on the DWP. But even with that increase in traffic, the DWP usage is low and a very small fraction of traffic that the Munger trail has. Here is what we have observed:</p> <ul style="list-style-type: none"> • The highest usage are local hikers from the immediate area, maybe an average of 12 per day. Most of these were hiking on the trail before the Steward bridge was repaired and access the trail by walking from their houses or from businesses like the Superior National Forest Supervisor's Office. • Next highest usage would be mountain bikers. About half of them are estimated to be local, and accessing the DWP from their houses. But with the repaired Steward Creek bridge and advertising from COOGS as being part of the Duluth Traverse any increase in bike usage is happening, though still small. Rarely, there have been large groups of bikers together. In the winter, most of the mountain bikes have been fat tire bikes. But even with the increase bike traffic we estimate the numbers to average about 6 per day. 	<p>Specific Trail Use - Snowmobile Specific Trail Use - ATV Specific Trail Use - Bicycle Amenities/Signage Things Missed - washout near DWP/Clyde crossing</p>	
	<p>1/31/2019 Website Comment Form</p>	<p>The DWP grade following the slope up the far western hillside of Duluth above the communities of Smithville, Riverside, Morgan Park is a corridor favored by the citizens of the area. With its gentle grade, physical beauty, views, chasms, cascading streams, and native vegetation, it has, in spite of its deteriorating conditions with unsafe bridges, washouts, overgrowth, continued to be used by the neighborhood and others for walking, jogging, casual biking, and other recreational activities. With the securing of funding to return the corridor to a safe state, and the city's plans to provide more area/infrastructure for recreation, and to bring the public, both citizens and visitors to the area, various, and numerous uses for this "trail" are seen as appropriate, and indeed most are. But to open this facility to the numerous uses proposed, or considered, could well lead to contentious issues, unsafe conditions and hazards, and despoliation of a beautiful and cherished corridor and the experiences of the users. One might say "loving it to death". While it can be open to all, it cannot be open to all of the diverse uses being considered. The Friends of Western Duluth Parks and Trails and citizens of the area recommend the following uses be permitted on the trail, and some uses which should and can be accommodated in other near-by areas.</p> <p>Recommended activities: limited to human powered use</p> <ul style="list-style-type: none"> * Walking, hiking, jogging * Biking for pleasure, recreation, and transportation. * Accessibility for wheelchair and other non-motorized methods for users with disabilities * Cross-country skiing and snowshoeing <p>Activities not recommended on the trail bed but, possibly, in the area:</p> <ul style="list-style-type: none"> *Snowmobiles and ATV's *Horseback riding <p>These activities can be and are being accommodated in other nearby locations with trails that do have limits on the types of other uses which may occur there</p> <p>Magnay-Snively is a precious area to preserve/protect, but it has been developed in some areas with trails for horses, mountain biking, xc skiing, snowmobiles (Clyde Connector) sometimes without necessary permitting or consideration for environmental sensitivity. The safety and enjoyment for users of this precious area need not be sacrificed for the inclusion of incompatible recreational activities when other options, with careful and considerate planning, are possible.</p>	<p>Specific Trail Use - Human Powered Specific Trail Use - Equestrian Specific Trail Use - Atv/Snowmobile</p>	
<p>3/7/2019 Email</p>		<p>Does this plan cover the use of the trail for events and how to notify and reduce issues during the event . Someone mentioned that this is in another plan, not sure which one. Example is the Gitchee Gumee Gallivant. I doubt there are any issues but someone mentioned that this should be in the plan.</p> <p>This will change the user experience a ton for just a few horse riders. Why the 12' rule</p> <p>The Zoo could be listed, US Forest Parking, 93rd and Grand Ave Place potential parking</p> <p>I also heard loud and clear that having an accessible trail design that lacks accessible access is not an accessible trail.</p> <p>Not a very natural trail if daily/monthly grooming takes place</p> <p>No section for hikers, general bikers or XC Skiing This plan is more than MTB and Horse back riding, correct?</p>	<p>Things Missed - Special Events Things Missed - Vegetation management practices Trail Access/Connections Things Missed - grooming Specific Trail Use - Hiking, Cross Country</p>	

Trail Section views - 1) DT One Way and 2) DWP Two Way

P. 2



This is a depiction of single direction traffic on the DT 'spine' trail as pictured on P. 68



The DWP trail with traffic moving both directions (added walker, Wheelchair, and Mt. Bike).

COMMENTS: The usual plan solution to accommodate heavy traffic is to widen the trail. As the DWP is limited to width, real user **safety conflicts** exist where the DT multi-user GC 'spine' overlaps existing accessible trails (Hartley & DWP)

Date of Submission	Source	Comment	Themes: User Conflict Etiquette Safety Issue Specific Trail Use Trail Access/Connections Amenities/Signage Things Missed
2/15/2019	Email to Project Manager	But there is some important information that you need to know before this DWP plan goes through as written. First off I have to say that I was taken a little off guard on Wednesday night when I saw that horses are going to be required to wear manure catching bags at all times. This was never discussed - ever. It seems to have been thrown in as an appeasement to the people that are fighting us on sharing the trail. This bit of information, as you can expect, has the horse people in a tizzy. The emails are flying and I am asking for calm and reason. . But XXX, the most experienced trail rider in our group brought up a good point. There IS NO SUCH THING FOR RIDING HORSES! They simply are not a thing. I have searched 3 of my favorite tack websites and have come up with nothing! I know that people are thinking about the ones they see on carriage horses, but those are attached to the carriage shafts and the horse's harness. There is simply no such thing as manure bags for trail horses. Is there a way to quietly remove that line from the plan or is there another way to change it? Also, XXX says that she has ridden in 38 states in all kinds of parks and has never seen a rule like this. I know that people are scared of poop and that those same people do not understand a lot of things about horses, but how do we fix this? There simply cannot be a rule requiring us to use equipment that doesn't exist. Feel free to call me any time to talk.	Things Missed - lack of research on requirement
2/15/2019	Web Comment Form	I have ridden my horses in every state park and forest where horses are allowed in just about every state in this country. I have never been required or have never even seen a horse with a manure bag. It is a serious safety factor and would be disastrous to not only the rider but everyone else on the trail. There are no such rules requiring this on trail but only in parades where the horses walk but if they move faster it would be hitting them in their back end which means to go faster. Can anyone find any regulations anywhere in this country pertaining to this on trail because I know of none:	Things Missed - lack of research on requirement Safety Issue
2/15/2019	Web Comment Form	I'd like to offer appreciation for the city's commitment to making the DWP a true multi-use trail. The sturdy foundation, width and gentle grade make it a perfect candidate for many users, especially equestrian use. Hundreds of miles of trails have been carved out of the local forests for hiking and biking. Equestrians are an especially under-represented trail user in and around the Duluth area. The DWP is an important connection system to accomplish DAHTA's goal to expand their small 3.7 mile loop in the Magney Snively area to connect to the Buffalo House. This goal cannot be accomplished without the DWP. Horse riders, bikers and hikers get along very well on the short Amity trail in East Duluth. Shared trails are common across the U.S. Duluth is a Trail City for all!	Specific Trail Use- Equestrian Specific Trail Use - Multi-Use
2/20/2019	Web Comment Form	I was very troubled to read on page 9 about horses having to wear manure bags at all times on the dWP. I would think that Equine users of that trail can take responsibility for manure they leave on the trail. This is a terrible idea that will turn equine users away from this trail. As it is we have so very few miles of trail while other users enjoy hundreds of miles. I would hope this idea is rejected and common sense will prevail. Manure will dry and disappear within a day or two if it is left on the trail...it is not like dog waste that has a detrimental effect to the environment. What is your proposal as what to do with the manure from the full manure bags? Dump it on Skyline or Becks? What if the bag is full mid ride? Manure is best brushed off the trail by riders...it will disappear in days. Does this proposal also apply to Amity? Thank you.	Things Missed - lack of research on requirement
2/21/2019	Web Comment Form	I would like to make a suggestion regarding the equestrian requirements of having a manure bag. The rule could be changed to requiring riders to kick manure off the trail if their horse defecates. By requiring a manure bag for trail riders, you are basically ensuring that equestrians won't be using the trails. Is that the intention of the rules? Horse manure is biodegradable, breaks down quickly, and will actually act as a fertilizer for the environment. There is no ill effects of manure if it's allowed on the trail, if it is kicked to the side. Please consider this suggestion so equestrians can utilize these trails as well. In my riding experience I have never seen a trail rider who uses a manure bag.	Things Missed - lack of research on requirement
2/21/2019	Web Comment Form	I just read that manure bags would be required to ride horses on this trail and I think this is a mistake. Horse manure is actually good for the earth, it deteriorates in only a few days, and it is nothing but chopped grass in ball formation. It doesn't even stick to your boots if you step in it. Seriously. Nobody is going to ride this trail if they have to go out and purchase a manure bag to do so. I certainly won't. The other users of trails in this area have hundreds of miles to use that we can't ride horses on. If someone is really that worried about coming across horse manure, they have PLENTY of other options. I hope you aren't using funding intended to develop riding trails for this, as requiring manure bags will effectively keep horses off of it, thus rendering this trail not eligible for horse-trail grants or other monies. Please reconsider this poor decision.	Things Missed - lack of research on requirement
2/21/2019	Web Comment Form	I have traveled and rode my horses all over the USA. Not one horse trail requires a manure bag. No other horse trails in Minnesota for that matter. This is a ridiculous clause. It needs removed. The manure of a horse is vastly different from that of a dog or human. The breakdown process and effects on the environment are minimal.	Things Missed - lack of research on requirement
2/21/2019	Web Comment Form	Poop bags on my horses to be able to enjoy the trail system in Duluth? Poop can be kicked off the trail and degrades in a couple of days. Even on the designated horse trails you rarely see poop piles. Please reconsider this part of your plan and let us horse people enjoy the trail system too. There are hundreds of trails for bikers and walkers and only a few for horses.	Things Missed - lack of research on requirement

2/21/2019	Web Comment Form	I think the required use of manure bags for horses is obscured and should NOT be required. How bizarre! There are so many beautiful places to ride and there needs to be common sense. You want to encourage the use of the horse trails, horse people bring in a lot of money to the local area. Be considerate, we can all share the great outdoors	Things Missed - lack of research on requirement
2/21/2019	Web Comment Form	This ridiculous rule about horses wearing manure bags is very disturbing. Horses were and still are a big part of people's lives. To gorse horseback riders to do this is ridiculous and so unfair. Manure is not poi's but I guess your city is full of foo foo'd that freak out of something so natural. Manure is good for the soil. Oh my god! Get real pp	Things Missed - lack of research on requirement
2/21/2019	Web Comment Form	Mandating that equestrian users strap manure bags under horses' tails will dissuade that group from using multiuse trails. Manure can be kicked off the trail and disintegrate quickly when spread. Try that first. If it doesn't work, increase restrictions You don't have to start with the biggest stick in your arsenal. No one I know owns manure bags unless they are operating as an equestrian business on city streets. Thanks	Things Missed - lack of research on requirement
2/23/2019	Web Comment Form	I dont feel that horses should be required to wear manure catching bags at all times when using the trail. I feel that it would be more reasonable for it just to say that it need: to be moved off the trail and into the woods. Manure is wonderful fertilizer and quickly breaks down into the soil	Things Missed - lack of research on requirement
2/25/2019	Web Comment Form	The city of Duluth has always said they are willing to work with the equestrian community, and then after hours and time spent by that community Duluth does the same thing time and time again - you screw them over! Your "Multi-use" trails are anything but unless you are on a bike or on foot! You really have no idea how much revenue you are losing by keeping equestrians out!	Specific Trail Use - Equestrian
2/27/2019	Web Comment Form	I support continued bicycle access on the DWP route. It is an important connector in an area otherwise underserved with decent cycling routes. I also support the notion of a parallel singletrack MTB route, as that connection would be a massive improvement to the overall Duluth Traverse route, and really solidify the trail that spans the city. Regardless of which groups are allowed use here, I do believe trail etiquette education should be addressed, with suggestions of direct public engagement and signage. I'd also like to comment on the E-Bikes statements and encourage the considerations of E-Bike use city wide. E-Bikes are a large development on the horizon and are already here. To disallow E-Bikes in all areas is to stymie alternative transportation methods and is behind the curve. The conversations are just starting throughout the nation, and we should also be having that conversation. I would love to be included in that conversation. I would also like to comment that gravel or all-road style bikes have been overlooked in consideration here The route is suitable terrain to their use, and they can be faster than typical mountain bikes. These type of bicycle are very useful for commuting and do indeed think they belong, I just have not seen comment one way or the other on them	Specific Trail Use - Bike Specific Trail Use - E-Bike Trail Access/Connections Amenities/Signage User Conflict Etiquette

<p>2/27/2019 Web Comment Form</p>	<p>Not sure when your due date, but hope I am in time. The following are my DWP comments:</p> <p>----- Please compare the attached 8 criteria on page 2, as originally conveyed to the Park and Rec. staff as my part of the 'technical' advisory group. Only 4 (four) of my 8 (eight) Initial criteria are part of the DWP Plan as it is written. These 8 criteria are a necessary part of any 'world class' trail, and need to be included in the DWP plan and included in the attached budget or it will not be done!</p> <p>1) 'DWP TRAIL MASTER PLAN' REQUIRED, to deal with user conflicts: YES: A "DWP Master Plan" is developed for the DWP trail in Duluth. This plan does cover the trail design information that is needed for grant funding, if all the following 'NO' items are included! NO : The 'Disabled Trail Conflicts' shown in the attached 'Trail Conflict' picture (P.3) have not been addressed. A decision has to be made to separate 'mountain bikes' and 'horses' from hikers and wheelchairs for safety. Also, winter hikers need separation from fast moving snow-mobiles.</p> <p>2) ACCESSIBLE DWP TRAIL: (Ref: Latest ADA Guidelines) YES: The DWP is to be developed as an "ADA Trail" with consideration of the disabled trail user as an important design component. This trail on a rail bed should easily meet ADA trail standards. The missing information is that the ADA Trail Guidelines are not specified and detailed for construction. NO: The recommended shorter 'ADA Trail Loops' have been included in the plan text, but are not designed, developed, or funded in this DWP plan. Inclusion and funding of trail loops at intervals of +-2 mi. would provide valuable community connections and entry / exit points to this 'ADA Trail.</p> <p>3) ACCESS TO DWP: (Ref: ADA 13 'Access Route'Guidelines) NO: The 'ADA Access Routes' to the community are not budgeted for in the present plan. The 2013 ADA Update recognized need for 'Access Routes' to get on and off ADA accessible trails like the DWP. Yes: 'Trail Heads' are planned in this plan. Yet, a parking lot is NOT a 'trail head'. A 'world class' trail needs Developed 'trail heads' with facilities to attract and keep users. The Lower Sp. Mt. Chalet could become a 'trail head' with proper planning and development. . 'Trail Heads' are shown on a map, but one additional at the midpoint of the trail would facilitate disability 'access route'.</p> <p>4) USER EXPERIENCE: (Reference: DNR 'Trail Book') YES: The natural 'Trail Travel Experience' is what makes the DWP trail a wonderful trip. We need to consider all user experiences, as represented by members of the initial 'Technical' advisory group. The 'technical' advisory group represented most user groups. NO: A great trail need to have a 'Destination Experience' that makes the trip a reward for the hike. A fulfilling 'terminal destination' like a rock cut, the DWP tunnel, an observation platform, or a natural forest stop - is needed along a 'world class' trail. The 'view sheds' are likely the most important part of travel on the DWP trail, and need to be planned and developed. Observation points are important to this trail that has such valuable views of the Duluth area.</p>	<p>Safety Issue Specific Trail Use - Accessible Access Things Missed - Develop Viewsheds Amenities/Signage</p>
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<p>2/28/2019 Web Comment Form</p>	<p>"USER CONFLICT ETIQUETTE" as a Key theme/consideration. However, a conflict resolution plan should be created now before the conflicts occur. That way all user groups understand what the resolution process is prior to any conflict occurring.</p> <p>2) I'm happy to see that horses are required to wear manure catching bags while on the DWP. If dog walkers are required to pick up after their dog, horse riders should be required to pick up after their horse.</p> <p>3) Typo on page 11. " Unfortunately, the DNR is no longer accepting additions to the grant-in-aid trail system leaving any newly(MISSING WORD) snowmobile trails to City enforcement. The City of Duluth currently does not have the capacity to enforce speed limits."</p> <p>4)I'm opposed to grooming for fat tire bikes. a) If the DWP is non-motorized/no snowmobiles or OHV's, then the groomer should not be allowed on the trail. b) If the trail is groomed, there is no more need for snow shoes on the hard packed trail. Thus, removing snowshoe use as a fun viable option. c) There are lots of groomed bike and cross-country ski trails in the city. Leaving the DWP ungroomed provides a unique opportunity for a "back country" ski (and snowshoe) experience.</p> <p>5) In the "Trail User Recommendations" section of the draft beginning on page 9, many uses are described as well as any limitations or total restrictions. However, the obvious uses of walking, snowshoeing, cross-country skiing, wheelchair use, and pleasure biking are not mentioned in this section. It may seem these are obvious intentions for use, but there is the possibility that one could argue that if the use is not addressed in this section of the document that these are not primary uses of the trail. Because of the extensive discussion of equestrian and mountain bike use, the argument could be made/construed that the primary use of the DWP is equestrian and mountain bikes. This leads to the potential (though unlikely) scenario of these obvious uses being restricted or banned in favor of equestrian and mountain bike use. This may seem far-fetched, but the country is arguing almost 250 years later about the intention of the 2nd Amendment to the constitution because the writers thought what they wrote was obvious.</p> <p>6) Regarding trailhead parking access: Consider the possibility of creating parking in the triangle area of 93rd Ave. West, Grand Ave. Place, and the Munger Trail. There is already a paved access trail from the Munger trail to that intersection. Users can then park here and access the DWP via the Munger and Clyde Connector trails.</p> <p>7) Lighting the Ely's Peak tunnel and/or surrounding area will ruin the experience. I've biked rail to trail tunnels in Wisconsin and Montana. None of the tunnels are lighted. Riders and walkers are expected to bring a flashlight. That's the experience we go there for. Maintenance of a lighting system will be costly because vandalism is likely to be a regular occurrence.</p>	
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<p>2/28/2019</p>	<p>Web Comment Form</p>	<p>We support the continued non-motorized use of the trail with no ATVs in the summer and no snowmobiles in the winter. We also support that this trail be maintained as a "natural trail" with no "grooming" in the winter. This will allow continuous experiencing of real snow and its metamorphosis with changing weather, snowfalls, and non-motorized use. This would be the only natural trail in Duluth and would also serve as a unique training grounds in our urban area for those that ski in the Boundary Waters and on the National Scenic trail system in the Region. Fat tire bikes don't need groomed trails to ride on. We also need signs to make snowmobilers aware that this is a non-motorized trail. All that is needed are simple, small signs that are already on every non-motorized trail in the area. page 3: Under recent improvements it states that gates were installed to restrict motorized vehicles. That was a good idea, but the installed gates do not restrict motorized vehicles as snowmobiles and four-wheeler and dirt bikes easily go through them. It would enormously help if basic signage was installed. Due to the Clyde Connector improvements, and no signage, this years has seen the largest increase in snowmobiles in years(though most snowmobilers know not to go here and go on Skyline or Munger instead). page 6: Accessibility: It is stated that "short loops" were recommended. The DWP and lack of access point are not amenable to "short loops". If someone wants to go less than the full length, all they have to do is turn around and go back whenever they want. page 6: Trail statistics: This would be welcome info as some are claiming that the trail will have conflicts of users. Even after the Stewart Creek bridge was rebuilt, the user are very small, in total, around a dozen a day. This is per our informal tracking of users next to our house on the trail at X XX .This is not including the DWP on Spirit Mt or at Ely Peak which have higher usage in these limited areas. Horse use of the trail is not an issue as it is, by far, the smallest of the user. page 7: Rock Fall mitigation: This is a non issue. Per residents that have lived here for many years, the only rock falls on the trail over the last 25 years (excluding the Short Line tunnel) occurred in 2012 after the flood in one small area. No other areas, nor any of the rock cuts, have unstable rock that would have to be cleared. page 8. We are strongly opposed to winter trail grooming of the DWP. There is no need for this. Groom of the DWP will only be a Red Carpet of snowmobiles coming off the Clyde Connector. This winter has already seen the most snowmobiles on the DWP for years. page 9. We agree that parallel mountain bike trails are not needed. We also think that such trails would destroy much of the natural beauty of the DWP. Only in the high use areas, Spirit Mountain and Ely Peak and the Short Line Tunnel, is there even a potential need (at this point even those areas don't need user separation). Outside those high use areas, the trail usage is very small (a dozen users a day!) Even doubling or tripling the usage will not be enough to create user conflict. page 10. We are strongly opposed to making the DWP a "unique and exceptional trail experience" for COGGS and to make it a "worthy alternative". The DWP is already a unique experience!—please leave it that way. Users of the DWP should meet the trail as it is, not to experience another COGGS' carnival. There are a 100 miles of COGGS trails in Duluth, can't we just leave just three miles of trail as they are? page 10; The DWP is a flat, level, and gravel trail. There is large sight distance (typically over 200') and the grade is about 1.5% (except for the short distances of the repaired areas). Mountain bikes can't get up a lot of speed, they are easily seen, and the numbers are very small there is no conflict and won't be for many years. Parallel trails are not needed or wanted and will serve no use.</p>	<p>Specific Trail Use - non motorized Specific Trail Use - snowmobile Specific Trail Use - Bike Amenities/Signage Trail Access/Connections Safety Issue Things Missed - Winter Grooming</p>
<p>2/28/2019</p>	<p>Web Comment Form</p>	<p>Magney Park per the city's historical record was put in place to showcase the beautiful areas in Duluth while bringing in tourists. The park was initiated in no small part to find the best way to connect Jay Cooke State Park to the city. To that end I believe not allowing a parallel natural surface multiuse trail adjacent to the DWP that allows for mtn bikes is a squandered opportunity that is not in step with the original intent of the park. I also think that allowing for a parallel path will allow for reduced user conflicts, provide a better overall user experience, and result in better use of the resources that are being put in place at high expense. I ask to please reconsider and not exclude the opportunity for a parallel multi use path. In addition obliteration of existing trails will likely cause hard feelings and are likely not the best use of resource:</p>	<p>Specific Trail Use - Bike</p>